

The Northwest.

Devoted to the Development of the New Northwestern States and Territories.

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SEATTLE.

A Bustling, Busy, Thriving, Smoky City.

Correspondence Portland Oregonian.

The lights of Seattle come into view as our boat rounds a point and enters Elliott's Bay. The busiest place in the world to-day—a thousand lamps flash upon the water from its wharves and lower streets, and twinkle among the stars from its hill-tops. A forest of masts and spars, the sound of escaping steam, great piles of freight on the wharves, and crowds of people in the streets denote that we have arrived at a commercial city.

At 3 o'clock in the morning the blasts of steam whistles, the starting-bells and the thud of wheels upon the water begins, and does not cease until 8 o'clock, as boat after boat starts out on its regular journey for the day.

Commotion in the harbor is only lessened after the departure of the regular boats, for there is no hour in the day when it is undisturbed by the arrival or departure of water craft. Their numbers are countless, and their character variable with each newcomer. Big, black ocean ships, and white little river boats, noisy tugs and silent sailers, propellers, stern-wheelers, and picturesque side-wheelers, ships, sloops, pungies and flats of all degrees coming and going, coal and lumber-laden, or with loads of produce from the farms or supplies for the lumber camps. Nearly all transportation is by water, and the demands of a thousand miles of shore-line around the Sound and Straits creates an immense tonnage. Other points, of course, have shipping and command a portion of the trade, but the great bulk of it indisputably centers at Seattle.

The thousands of immigrants who turn northward at Portland are settling around the arms and bays, and up the estuaries, and in the valleys of the large streams which come into the Sound from snow-capped mountains on both sides. Though known for years, much of it was practically undiscovered country till the agricultural settler came. The logger, until a year or two ago, was the principal pioneer; he cared nothing for land without trees, and bought his provisions anywhere, without troubling himself about the low bushy reaches which the farmers are taking. The country to him was good for nothing but logs, and we believed what he told, till the enterprising immigrant proved by actions that the lumberman didn't know. The older farmers have all grown

rich, and the new ones will succeed. A few years and the solitary, though beautiful water-ways, will be margined with farms and orchards, and a new commerce will rise to lay greater wealth at the feet of the cities.

A thousand tons of coal per day comes into Seattle by rail from mines near the foot of the Cascades, but the treasures of these mountains are yet comparatively untouched, and probably undiscovered. Handsome specimens of white, gray, red and mottled marble were shown me. Granite, gypsum, limestone and kaolin are known to lie in immense quantities among them. Anthracite coal is believed to be hidden high up the mountains.

been enormous. The work is not done yet, and the soft soil dries and pounds up into a terrible dust. The battle of the sprinkler on a new street is one of the sights of the town. I saw one sprinkling away with all its might enveloped in a cloud of dust that obscured it, except as the wind broke through.

It is a smoky city as well. They have told of Pittsburgh that the mothers let the children run at large during the week, and on Saturday night stand at the street corners catching every one that comes along to wipe its face with a wet rag, so as to sort out the right ones to take home for Sunday. Seattle may not be as bad, but between the dust and coal-dirt and smoke from the steam-

boats and mills and factories, it is well along for its age.

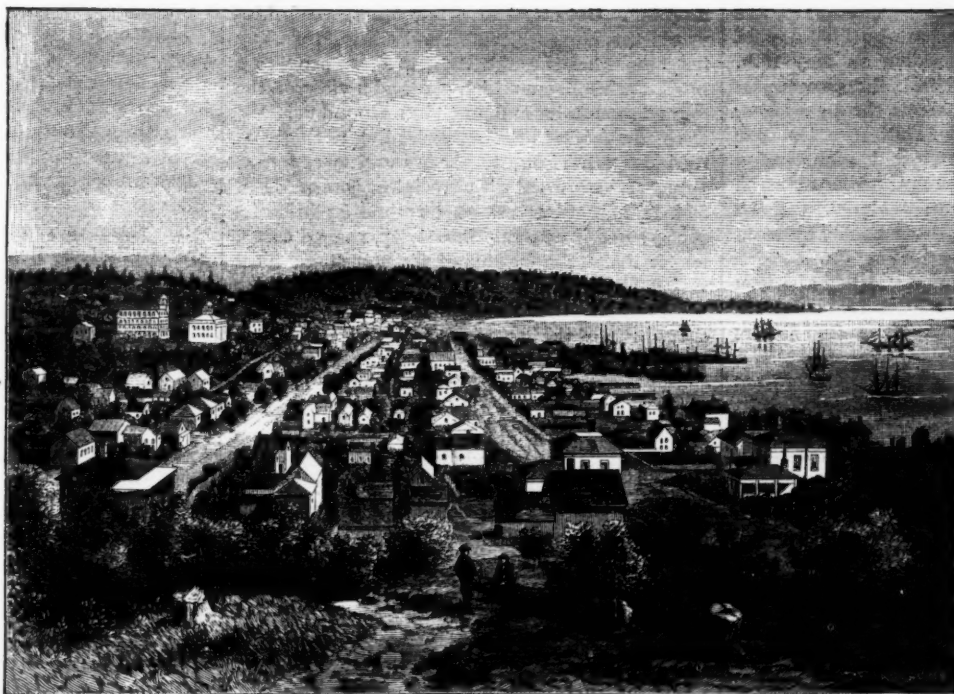
There are half-a-dozen steam saw-mills, and half-a-dozen other wood-working shops using steam, besides three foundries and machine shops, within a comparatively small area, which also includes the principal hotels and stores. The mills employ about 200 men, the factories about as many more, and the machine-shops at least an equal number. A hundred men are employed in the manufacture of furniture.

The city is flourishing and, next to Portland, the largest in the Northwest. Its streets are used so as to show its business to the best advantage. Everything centres at one point, where the post-office, the banks, the

newspaper offices with one exception, the principal hotel and largest business houses are in sight at one glance around. All the stir and business is in view, and no small city street or corner in the United States, not excepting the principal corner in Virginia City in its palmy days, could ever show more bustle or a bigger crowd.

Ship-building is an important industry in the city. There were three or four craft on the ways that I could see, and it was said that fifteen or twenty had been launched from the different yards this year. It leads Portland in the number of national banks. There are three, besides a wealthy private bank. Its schools are modeled after the best in the country, and fully up to the standard. The two most prominent buildings, as seen from the bay, are the public school-house and the Territorial university building. The latter is a flourishing institution with 200 students.

Three daily newspapers seem to be well supported, all of which publish a fair amount of news.



THE CITY OF SEATTLE, PUGETT SOUND, WASHINGTON TERRITORY.

They tell you that the average Seattleite is wild and asks more for his town lots than the owner of Nob Hill property in our sister city of California. In looking around at the inexhaustible mines of coal and iron and stone, the lumber and the land, the open-way to the ocean, and the opening gates towards a rich interior country, I can see nothing but wisdom in his wildness, unless he sells out. I didn't come here to boom the town lots; they are "boomed" enough already. In fact, the people are fully competent to do that for themselves. Their enterprise is not wind, as is fully proven by the promptness with which they raised \$150,000 for a gift to build a little piece of railroad to a new coal field, and by the expensive building and street improvements in progress. Originally there was but a little flat of a few acres to start a town on, at the foot of a steep bluff, but the work of grading, leveling and terracing is so far along that the town is indisputably handsomer than it would have been on a level. Its cost must have

The *Chronicle* is most seen, both in this city and the other towns visited. The *Herald*, a fifteen-cent evening paper, is far better than the average evening paper in much larger towns.

Steamships ply regularly once a week between all the Sound ports and San Francisco, touching at Victoria, with mails, passengers and freight, while the returning coal steamships bring large quantities of freight to Seattle. The Villard railroad interests control large works here and at the coal mines. Their wharf, saw-mill and depot property here cover some forty acres. A railroad twenty miles long brings in the coal, which is a high grade lignite. Engineers are locating an extension of twenty miles more, on which the work of construction will begin in July, to open new and larger coal fields. They have been thoroughly prospected, and found to embrace practically inexhaustible quantities of both lignite and bituminous coal.

Preparations are being made for a very large city. Canals are being cut to connect lakes back of it with the Sound and give it a water front all around, twenty miles or more in extent. Filled up, the site would make a splendid city, and in view of the vast resources of the Northwest, it is only reasonable to expect that it will fill up, and that every other town and hamlet will thrive in proportion.

GROWTH OF LA MOURE.

The first building, a small blacksmith shop, was built in LaMoure, Dakota, on the 21st day of April, 1883, the second building on May 10th. July 27th, there were sixty-nine buildings occupied in the town, including five hotels, three groceries, two hardware stores, one furniture store, one drug store, three lumber yards, and seven gaming establishments, a newspaper four weeks old, and the excavation made for a \$40,000 hotel. All the materials used in building were hauled by team thirty-five miles.

July 27th the construction train laid the iron into town, and on that date one hundred buildings were under contract to be erected as soon as cars could bring the lumber.

The total sales of lots in LaMoure before the arrival of the first railroad, approximated about a quarter of a million dollars, of which \$100,000 was the proceeds of July sales.—*Jamestown (Dakota) Alert*.

DULUTH AND PROCTOR KNOTT.

To the Editor of *The Sun*.

Sir: In "Rigolo's" review of the financial situation, published in Monday's *Sun*, a portion of Proctor Knott's famous speech in Duluth is quoted. It is still entertaining reading. Added to it, however, should be given a few facts about the Duluth of the present day, which, owing to the general ignorance in the East of the recent growth of the Northwest, would doubtless be news to most of your readers. Duluth has now 12,000 inhabitants. The bay upon which it and its Wisconsin neighbor, Superior, are situated, is the terminus of four railroads. The commerce of Duluth supports four lines of lake steamers. During 1882 there were 1,691 arrivals and departures of vessels. The wheat shipments amounted to over 4,000,000 bushels. Twelve great saw-mills manufactured 84,212,000 feet of lumber, 144,000,000 lath, and 21,363,000 shingles. Do not these figures prove that Jay Cooke was right when he predicted that an important commercial city would spring up at the head of Lake Superior? On all the news-stands in Duluth copies of Proctor Knott's speech are for sale. He laughed at Duluth eighteen years ago, now Duluth laughs at him. In the words of the French proverb, "*Il rit bien qui rit le dernier*."

New York, Aug. 14.

E. V. S.

A GLACIER IN MONTANA.

Discovery of a True Glacier in the Rocky Mountains.

Correspondence of *The Northwest*.

HELENA, MONT., Aug., 16, 1883.

The credit of discovering the first glacier in Montana, or in the whole range of the Rocky Mountains in the United States, is due to Prof. Raphael Pumpelly, and the other gentlemen of the Northern Transcontinental Scientific Surveying party, and an appropriate name for it would be Pumpelly's Glacier. It was discovered while the party was crossing the main Rocky Mountain range, between the waters of the Flat Head River, above the Lake, and the waters of Maria's River, east of the mountains, and is supposed to be about twenty-five miles south of the boundary line between Montana and British America. The following description of the country traveled over and of the manner of the discovery, I have been permitted to copy from the notes of Prof. W. M. Canby, who was a member of the exploring party.

WM. F. WHEELER.

From Prof. W. M. Canby's Journal.

On July 31st, from a fork of the Flat Head River we had a fine view of snowy summits of a range of mountains, immediately west of and parallel to the main range of the Rocky Mountains.

Wednesday, Aug. 1.—A cool night and a fine morning. Got off at six a.m., and proceeded towards the Upper Maria's Pass. After traveling for some miles through the forest, we came to a small prairie, from which we had a view of the rugged mountains and precipices around us. We were now fairly in the gorge leading to the pass, the mountains rising steeply in a variety of forms, almost all crowned with precipices thousands of feet in height, sometimes terminating in knife-edges, sometimes rising into sharp, rugged cones, which make the sky line of the mountains most varied and picturesque. Toward the east, some fifteen miles away, we could see the sharp, steep, curved rim of the basin over which we must pass. Those of the party who had been to the Yosemite considered this gorge finer. It is certainly very much more varied, and the side-basins are worthy of the main one, and some of them were even more extensive and grand. It should be remarked, that for two or three days, and especially to-day, the water of the stream flowing through the gorge has shown the milky color which indicates glacier water. After camping, several of the party made an ascent of some 800 feet, and from this height could see in one of the side amphitheatres what was evidently a glacier. We estimated the front face to be two hundred feet in height. It was distant, perhaps, five or six miles. A stream flows from beneath it. The rocks in this part of the mountains are composed of slates and shales, with some limestone, and one stratum of volcanic matter. The strata being nearly horizontal, and the clearance vertical, causes the rocks to break up by steps having vertical faces, which accounts for their precipitous character.

Thursday, Aug. 2d.—Prof. Pumpelly, with the Indian and white guides, went off to try and see the glacier. The rest of the party went on visiting Van Orsdale's flume and Woodruff's Falls; by the way which were both beautiful, especially the latter. Fine mountains are all around us, and the pass in full view, which did not appear to have much snow upon it. In the evening the glacier party came in, and reported that they could not get within two thousand feet in altitude of the glacier, but were perfectly satisfied of its character. The amphitheatre in which it is formed is most grand and stupendous, being filled with great masses of snow. They counted twenty-two cascades, each over five hundred feet in height. They got some of the ice which had fallen from

the face of the glacier, the front of which extends for a mile and has a height of five hundred feet.

Friday, Aug. 3d.—Left camp about 7 a.m., and soon came to the steep ascent of the rim of the amphitheatre. After an hour's travel through the woods, we got above the trees and found good grass and splendid water fresh from the snow. After camping, some of the party went up to the top of the pass and climbed one of the rocky elevations near, from which a magnificent view of a dozen or more high and sharp-pointed peaks was had. From this point, also, the snow-covered mountains in which the glacier lies, were in full view. The height of the pass was found to be 7,800 feet. The party returned to the camp which had an altitude of 6,500 feet.

Saturday, Aug. 4.—We set out at 6 a.m. to cross the pass. The horsemen got safely over, but not without some danger to the horses. The pack-train came on later, and all got over in good condition, except one horse, which, at a critical point, trod on a loose stone with his hind foot and went over backwards, rolling over and over for 1,500 feet down the steep slope of the mountain. Afterwards we proceeded down the gorge on the eastern side of the mountain, which is marked by the great height and grandeur of its precipices. At one point, about 200 yards from the trail, a number of cascades came rushing down, side by side, nearly perpendicularly over the rocks from a height between 800 and 1,000 feet. It was, probably, the outlet of a lake in the mountains above.

The streams west of the Rocky Mountains are more numerous, larger and swifter than those which flow eastward from them, and are evidently fed by the snow which lies on the high mountains throughout the year, and which falls in greater quantities there than on the eastern sides.

The timber on the western sides of the Rocky Mountains partakes of the Oregon type, and the same varieties grow much larger than in the Eastern States. Besides the usual pines, firs and spruces of the East, the Douglas-fir, the Western tamarack or larch, the white spruce, the white cedar and the Oregon yew-tree grow abundantly and to enormous size, and covered the country traveled over densely from twenty miles above the head of Flat Head Lake to near the summits of the range on its western side.

DAKOTA SUMMERS.

From the *Grand Forks News*.

While the telegraph is bringing us, almost on alternate days, accounts of suffering from the heated term, cyclones, sunstrokes and terrific storms in the eastern and southern States, Dakota is continually enjoying an atmospheric condition, the remembrance of which is a joy forever. Although the mercury during the day is bobbing up and down among the nineties, there is continually a cool and delicious breeze that so tempers the heat, that it is not oppressive. In the hours of early evening, the Dakota mosquito, that is huge as to size and aggressive as to disposition, like all other animated products of Dakota, in his favorite cover makes his presence perceptibly felt, but he is a tender plant, and by the time it is fairly dark the air has become too cool for him, and he folds his wings, takes a double reef in his bill, curls up his legs, and yields to the somnolent influence of the hour. And such nights for sleep! With a steady, cool breeze supplying unlimited quantities of pure air, every breath of which is a luxury, one soon falls into the natural sleep of childhood, and awakes in the cool, dewy morning perfectly refreshed, and feeling fully competent for the labors of another day. Such is summer life in the land of the Dakotahs, beside which life in the Middle or Eastern States is no more to be compared, than is a bob-tailed jack-rabbit to an elephant.

A TRIP TO DEVIL'S LAKE.

From the Carrington (Dakota) News.

The circumstances of the trip were as follows: Melville, the point of departure. A two-seated wagon or hack, drawn by a pair of mules, the means of conveyance. In this were to ride a party of four, two of the gentlemen making their headquarters at Melville, the others at Carrington. With us was an outrider on his Indian pony. Time of starting, eight o'clock Tuesday morning, July 17th, 1883. Distance to be covered, fifty-three miles. Point of destination, Fort Totten, Devil's Lake. With the party complete at Carrington at ten o'clock, we took the trail and sped along, hoping to reach Tomlinson's for dinner. Perhaps the most interesting feature of a drive across the prairie is the trail, to follow which is sometimes difficult, and to lose it, to one unaccustomed to prairie travel, often disastrous. Upon this we fastened our gaze. But now the trail is more clearly marked, and we reach the ford of the "Jim." Nineteen miles, and we cross the Cheyenne; and now but nine miles remain to Fort Totten. Now the scene rapidly changes. The

brick buildings, the quarters of the men who constitute the garrison at Fort Totten. Minnewauken is an Indian name, Devil's Lake is a Western name, but the scene is an Eastern one, one in which the West may well take pride; while the poor red man, driven further and further from his former hunting grounds by the march of civilization, may, with savage joy, be glad that the Government has reserved for him the right to so much of this beautiful land. Fort Totten is the most beautiful spot on the lake. To us the fort was of special interest. Here are stationed two companies of U. S. troops, one of cavalry, the other of infantry.

Minnewauken is, indeed, the fairest spot in this country, and soon, connected by rail with the rest of the world, it must surely become the "watering-place" of the West, and so should be seen by all who have the deepest interest of the country at heart and who believe that rest must come after toil. No tourist should fail to visit this region, no huntsman fail to hunt its forests and plains and fish in its waters, and no invalid should fail to bathe in the saline waters of Minnewauken and breathe its bracing air.

bring them within the reach of slender purses. Instead of having to hew down forests to make his farm, as did the pioneer of the past, the Dakota pioneer mounts his sulky plow, and with the latest book or newspaper in one hand and the reins in the other, he combines labor with pleasure, in a manner that might even captivate the Eastern editor who writes of blizzards in Dakota, and chronicles the latest cyclone that caused his hair to stand on end, and killed off his neighbors by the score. There being none of the disadvantages, trials, and wants of former pioneer life attendant upon settlement in Dakota, it is no wonder that the thousands now here have come, nor that thousands more equally desirous of sharing in our fertile lands, our delightful climate, are now coming or turning their longing eyes toward this favored land, this land of peace and plenty. The infection is gaining. Not only are the people of the East, of all classes and conditions of life, seized with the desire to come to Dakota, but Eastern railroad corporations threaten to invade the Territory, and strive with our own Northwestern corporations in developing this Territory, the grandest and best of Uncle Sam's domain. The remarkable en-



FORT TOTTEN, DEVIL'S LAKE, NORTH DAKOTA.

prairie becomes rolling, hills are seen in the distance, with valleys between, while trees relieve the monotony of a prairie landscape. The trail becomes a good road as we near the fort, and we have nothing now to do but to look about us. Here, as before, we mark the trail of the buffalo, of which no longer any trace remains but the beaten track and here and there the whitened bones of some poor wanderer that has perished and been left behind by his companions, which, pursued by the red man, and he in turn by the white man, have been driven north and west. We reach an eminence, and then below us, stretched out as far as the eye can reach, lies Minnewauken, and just above the lake, Fort Totten.

The full beauty of the scene cannot be realized except by one who has spent days and weeks on the prairie lands of Dakota, looking out day after day upon its miles of country without a tree or stream, with not a lake, not a hill or valley, to relieve one's vision as he looks away to the horizon on every side. The lake, in its winding course, stretches out for sixty miles, like some huge sea-serpent composed in sleep, but ready at any moment to froth and foam should the mighty force of the wind arouse it. The shores of the lake are heavily wooded, while just beyond are the hills, and lying below, rendering still more picturesque the scene, which in its natural beauty surpassed anything I had seen for many a day, were the

PIONEER LIFE IN DAKOTA.

From the Le Beau (Dakota) Pioneer.

So rapid has immigration poured into all sections of the Territory that there has not been, neither can there be, such a thing as the faintest resemblance to the pioneer life of the past. The pioneer of to-day is the "old settler" of to-morrow. The pioneer of to-day in Dakota plants his stakes upon a piece of land that suits him, with no one near him. To-morrow the new pioneers overtake him, surround him, and push on beyond him, leaving him to all appearances in the midst of an old-settled country. Buildings go up, ploughing begins, wells are dug, villages spring up in a day and cities loom up in a few short weeks, with stores, schools, churches, societies and all the comforts of civilized life. The change has been so rapid that the pioneer can hardly believe his senses. He can hardly believe that he has been a pioneer, or that he has been away from the old homestead he left behind, except that the surface of the country perhaps is different, and every thing has a new appearance. The pioneer of Dakota, instead of living upon game and coarse corn bread, as did the pioneers of the past, lives upon the fat of the land. The railroad and steamers bring supplies of all kinds, fresh and good, to his very doors, at prices that rival Eastern prices for the same class of goods. He can have his canned fruit and vegetables at prices that

energy displayed by the railroads in the Territory, in spreading out their lines in new and undeveloped sections, has done much to hasten settlement. Unlike former pioneer days, railroads go ahead of civilization, and when the pioneer of to-day desires to appear upon the scene, he has quick-winged steam to take him to the spot he selects for his home, with all the modern conveniences of sleeping and dining-coach, and steam to carry the products of his toil to the marts of the East. When we look upon the pioneer life of to-day as contrasted with that of long ago, it seems almost as a dream. The pioneer of to-day, in Dakota, has more of the comforts of life, and can enjoy life better, than did those who lived within the confines of civilization of a hundred or less years ago. Thousands who have come, will corroborate this assertion, and thousands yet to come will yet learn of its truth.

THE rapid growth of western Washington Territory needs no better evidence than the land office at Olympia, at which the receipts now average \$60,000 a month, against only \$52,000 for the year 1881. The lands taken are mostly in the southwestern part of the State, but other sections lie so directly in the path of progress that the coming boom is sure to strike the Territory and very soon make a State of it, in spite of circumstances.—*Portland News.*

A LETTER FROM PROF. PUMPELLY.

We are permitted to print the following interesting extracts from a private letter from Prof. Raphael Pumpelly, Director of the Northern Transcontinental Survey:

McDONALD'S (Flathead Basin), Mont.,
July 20th, 1883.

- I have had an extremely interesting trip from the Little Blackfoot to this point, which is six miles from beyond the St. Ignatius Mission. The route was from Frenchwoman's through the Nevada Creek Valley, across the south and north forks of the Big Blackfoot, and by trail across the mountains to the south fork of the Jocko and to the Jocko Agency.

The route from Little Blackfoot to Hellenville is through an open, rolling country, an excellent grassy range, with many and large meadows of many square miles area. From Hellenville we entered on the basin of the Big Blackfoot. This is, without exception, the most beautiful park in the United States. It occupies several hundred square miles of rolling (gently rolling) country with lakelets and meadows, and with the side slopes rising gently with graceful curves to the densely forest-covered mountains. Toward the foot of the mountains the sloping prairie is dotted irregularly with beautiful groves and clumps of large pines, and the courses of the streams are fringed with these far out into lower plains. It is a piece of extensive and exquisite park scenery that could not have an added charm; and the background is formed by the massive ranges of the Rocky Mountains, showing some of their higher snow-clad peaks. In this Blackfoot basin or park, we saw for the first time in the Northwest a continuous sod of bunch-grass on upland or rolling prairie. The soil is excellent, and large snow-fed streams, with rapid fall, flow through the basin. It is rather high for grains except oats, and in parts, perhaps, too high for this, and is not a good winter range on account of the continuous snow covering. This, I think, an advantage to the country and to the railroad; for, having a superb summer coating of grass and numerous and extensive meadows, it should be just the region for farmers to raise beef and sheep and hay, raising, as at the East, only as many as they can winter. And this will, before long, be more profitable than the common method of ranging, because this method will preserve the range. I find that, other things being equal, wherever the snow lies in a continuous sheet over the ground, making a bad winter range, the grass and soil are of the finest quality; and this is natural, because the ground gets the benefit of the whole annual rainfall, while in those places where the winter range is good, it is so because the snow all drifts off into the ravines and hollows. When this snow melts, its water nearly all goes immediately into the river circulation without watering any soil, except the restricted areas occupied by the drifts.

The hills surrounding the basins of Nevada Creek and of the Big Blackfoot are remarkably well timbered with pine and red fir (Douglass fir), and the mountains north of the Big Blackfoot to their summits are covered with a forest of great value in red pine and larch. Prof. Sargent, who is with me, says this larch is the most valuable of all the conifers, and that it would have been impossible to travel over equal distance in Michigan and Wisconsin through as fine timber as we saw on this trip. We saw and measured larches five feet in diameter and 160 feet and more in height, straight and high to the branches; and the red pines were larger.

The valley at the Jocko Agency will be a continuous wheat field in time, having an excellent soil and all the water needed to irrigate every acre to the mountain sides. It is adapted also to ripening corn.

I am now writing from the base of the Mission Range, which we ascended yesterday. It is the

grandest group of mountains I have ever seen, and is within ten miles of Ravelli, a station on the road. There are several peaks, about 9,000 feet high, surrounding immense amphitheatres whose walls are precipices several thousand feet high. Numerous cascades, 1,000 to 1,500 feet high, pour down the sides of these precipices into wild lakes. These are the basins of great glaciers now extinct, which have left moraines nearly 1,000 feet high, extending for miles out into the plain. It is impossible to describe the grandeur of these mountains or of the view from the chief peak. It is quite practicable to go on horseback to within 1,500 feet of the summit, and a trail for horses could be easily brought nearer.

THE FLORA OF MONTANA.

Correspondence New York Tribune.

Mountains are piled up confusedly in every direction about the Bozeman Valley, the summits of the higher peaks glittering with snow. The challenge to climb is not to be resisted. Only eight miles away towers Mt. Bridger, at the extremity of a spur from the great Belt range. It rises nearly 5,000 feet above the level of the plain, and despite its rugged look the ascent is comparatively easy. But to gather Alpine flowers from among its snows and return before nightfall would occupy all the hours of a busy day, even here at the north where summer days are long. Mystic Lake, which lies fourteen miles away in the Gallatin Range, and is said to consist of trout and water in equal proportions, is therefore selected as the point to attain, and a party of half a dozen, with a guide, is soon galloping toward the foot-hills. It is seven miles to the mountain trail. The noble sky-line of the mountain ranges and the grand sweep of their slopes, the sense of freedom and enlargement under the spacious sky, the exhilarating motion through the upper air, all combine to make such a ride memorable to those whose senses have been schooled under strangely different influences in the East, and it is small wonder that the wild delights of this new experience finds expression in uncivilized shouts and gestures.

It is not only the larger features of the scene which are novel. The vegetation, from the grasses on which the herds of cattle are feeding to the dark forests which clothe the flanks of the mountain, belongs to a flora whose forms are new and strange. The plain is bright with larkspurs and lupins, gaillardias and phloxes, geraniums, irises, and forget-me-nots, but the flowers are not those known at the East. Even the roses, white and pink, which bloom among the shrubs along the gullies, have an unfamiliar look. At the base of the mountain stands a stunted red cedar which makes itself at home on both sides of the continent. The note of the little song-sparrow can also be heard in the chorus of alien bird music. But the familiar sights and sounds are so few that they only serve to remind one how far away he is from the things he knows best and prizes most.

Up the narrow trail, in single file, the stout little horses begin to climb. The broncho blood enables them to pick their way with sure-footed ease over fallen timber and slippery rocks. A man of science, whose fighting weight is 218 pounds, seems a light burden for the stocky roan pony under him, and the summit of the first divide is gained with hardly a rest. It is not much of a hill for Montana, but it is a good thousand feet higher than the summit of Mount Washington, and the view between the battlemented cliffs of Bozeman Cañon and the wider prospect along the plain to the endless mountain belt beyond, all billowed like a troubled sea into snowy peaks and ridges, are memories forever to any one whose good fortune it has been to see them through the clear morning air.

THE NATIONAL PARK.

Some of its Wonders described by the Leading English Newspaper.

From an Editorial in the London Times.

So far it may be said we have ascribed to the Yellowstone Park nothing more than the ordinary features of mountain scenery, constructed on a scale proportionate to the vast extent of the American continent and the Titanic architecture of the Rocky Mountains. Crag, rock, and cliff, lake, river, stream, and cascade, are things inseparable from the structure of a mountain district, and their vaster proportions do not necessarily render them more beautiful than similar phenomena on a smaller scale. We have, however, by no means exhausted the wonders of the National Park. No brief description could even pretend to do so. We can only select one or two of the most remarkable points of interest, and among them we will mention the so-called "Goblin Labyrinth" in the Hoodoo district lying east of the Park, first explored by Mr. Norris, and described by him in his report for 1880. Travelers in the Alps will recollect the singular pillars of indurated mud, each capped by a huge stone, to be seen near the village of Useigne, in the Val d'Anniviers near Sion. A still more remarkable collection of similar pillars is to be found in the ravine of the Finsterbach near Botzen, and is described by Sir Charles Lyell in his "Principles of Geology." Such pillars are formed by the action of rain-water eating away the easily soluble soil, while the boulder on the top serves as a protection to the pillar which supports it. The "Goblin Labyrinth" is a similar but still more remarkable collection of long, slender, tottering pillars, shafts, and spires, from fifty to two or three hundred feet in height. The sharp-cornered fragments of rocks of nearly every size, form, formation, and shade of coloring are attached by a peculiar volcanic cement, sidewise and endwise upon the tops and sides of the pillars, and, apparently unsupported, upon each other, so that they represent every form, garb, and posture of gigantic human beings, as well as of birds, beasts, and reptiles. "In fact," says Mr. Norris, "nearly every form, animate or inanimate, real or chimerical, ever actually seen or conjured by the imagination, may here be observed;" and the figures given by him justify his description. But the unique and unrivaled feature of the Yellowstone Park still remains to be described. The whole district is a very Tophet of strange volcanic agencies. It is without exception the most remarkable region of geysers and hot springs in the world; its only possible rival being that of Waikato, in New Zealand. Besides the cold, pure water springs which are abundant throughout the district, Mr. Norris enumerates the following distinct varieties: cold medicinal springs; warm mineral, often poisonous, springs; warm medicinal springs; foaming or laundry springs, terrace-building springs; and pulsating or spouting geysers. The latter are literally innumerable, and are found in every variety and in every stage of development and decay, incipient and extinct, active and quiescent, mud-geysers and "paint-pots" where the mineral deposits dye the contents of their natural receptacle with every conceivable variety of color, and geysers of the ordinary intermittent type which constantly send forth a column of water and steam to the height of 250 and sometimes of 300 feet. Even these are not so remarkable, perhaps, as the terrace-building streams, which are formed by the issue of water heated by volcanic action through tortuous passages in cretaceous limestone. The water becomes charged with dissolving portions of the rock, and on reaching the surface it is discharged in pulsating throbs, each of which deposits a thin corrugated lamina of the calcareous substance held in solution. This slow but ceaseless process has resulted in building up beau-

tiful scalloped-bordered bathing pools along many thousands of feet of terraced slopes which occupy the mountain side. Traces of iron, held in solution, tint these formations with their own peculiar coloring in vertical banding, and the whole effect is described as beyond conception beautiful. The Mammoth Hot Springs, on the banks of the Gardiner River, are the most remarkable active springs of this kind to be found in the Yellowstone Park, but there are many others on a smaller scale, and even the Mammoth Springs themselves are insignificant compared with those, now extinct, which in some far distant time have covered the Terrace Mountain and enormous ranges of cliffs along the Yellowstone, with the crumbling remains of similar pools on the most gigantic scale.

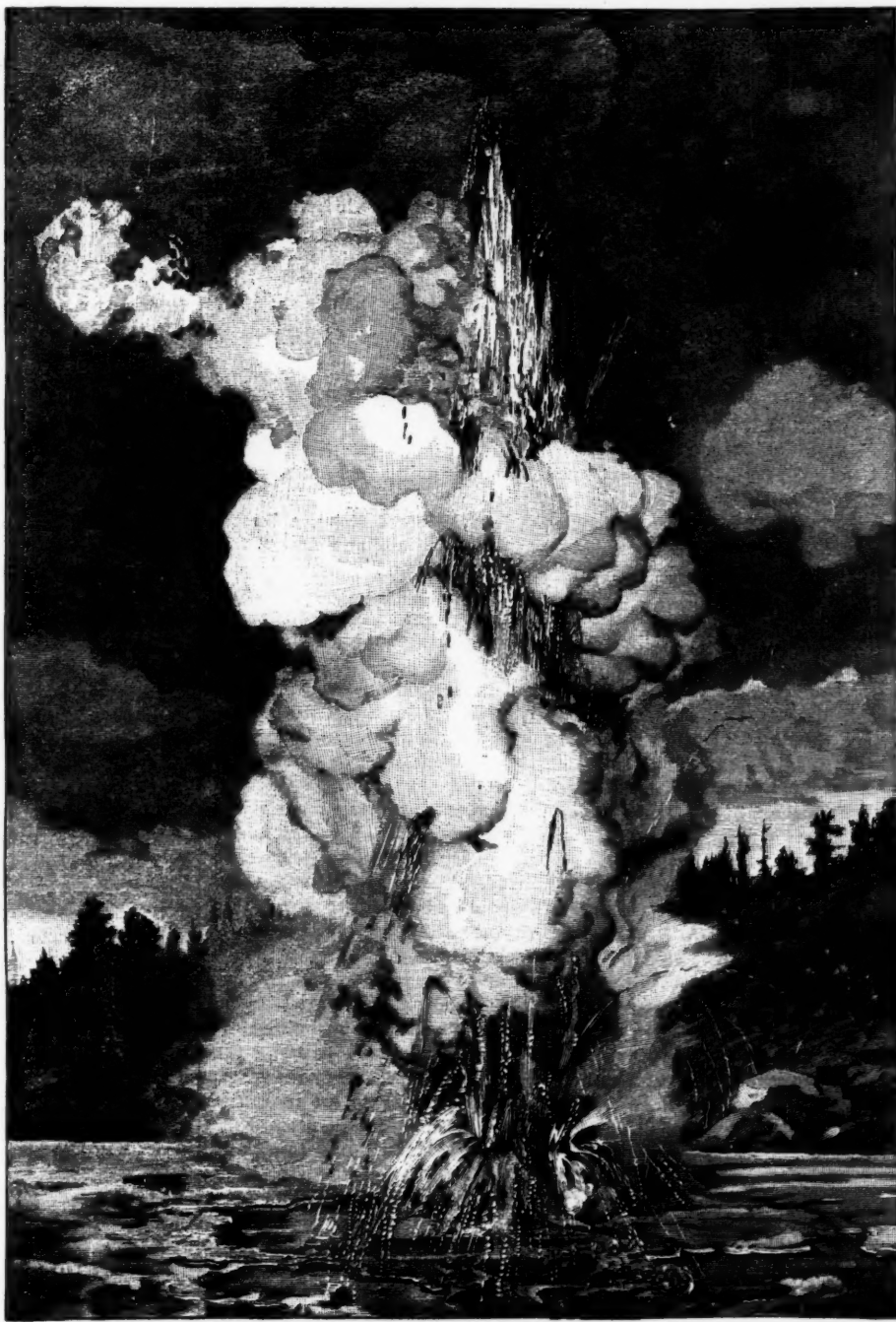
Hitherto the wonders of the Yellowstone National Park have been accessible only to adventurous travelers and determined sportsmen, who were naturally attracted to a district which produces almost every kind of game to be found on the American continent. Bison, moose, elk, white-tailed and black-tailed deer, prong-horned antelope, big-horn sheep, seven varieties of bear, including the dreaded "grizzly," the mountain lion or cougar, wolves, foxes, skunk, badger, rock-dog, porcupine, beaver, not to mention smaller or more common animals, are enumerated by Mr. Norris as among the ordinary fauna of the district; and as the game birds are almost as various, it is no wonder that sportsmen have already found their way to the district. But, thanks to the efforts of Mr. Norris in making roads and paths, and to the rapid advance of civilization and railways in the Northwest, the National Park will soon be generally accessible. The Northern Pacific Railway, which is shortly to be opened through-out, will approach it from the northward, and a branch from the Union Pacific will afford access from the south. The President of the United States has, in fact, undertaken to show the way, and it will not be long, we imagine, before thousands follow in his track.

THE new car-truck manufactured by the Suspension Car Truck Company, has recently been adopted by the Northern Pacific Railroad, and found to be a great improvement on the old forms of truck in use. It secures easier motion and greater steadiness to the cars, and less jar in stopping. Its advantages are especially manifested in cattle cars. Stock shippers in the Northwest are giving it their unanimous approval.

THE GRAND GEYSER.

From "The Yellowstone Park," a manual for tourists just published by Geo. P. Putnam's Sons, New York. We take the following description of the mighty geyser whose appearance in action is here presented:

This important geyser is situated at the base of a bluff, about 500 feet from the east bank of the Firehole River, nearly opposite the Castle Geyser.



GRAND GEYSER IN ACTION.

Unlike many of the principal geysers in the Upper basin, this magnificent fountain has no raised cone, nor even a large cavernous bowl to distinguish it. It may be easily recognized, however, by the crater of the Turban which adjoins it on the north. Its slightly depressed basin is fifty-two feet in diameter and only about one foot in greatest depth at the centre. The bottom of the basin is very irregular, and near the mouth of the geyser tube it is lined with large cushion-like masses of geyserite, resembling those of the Turban. In these masses is the orifice, two by four feet in dimensions. There is no raised rim to the basin, but there are shallow pools over the surrounding surface, the irregular formation of which adds to the beauty of the general effect.

The Grand usually gives two lordly exhibitions at irregular intervals in the course of twenty-six hours. Its action is different from that of the other geysers. There is no particular warning given before an eruption, but the display usually continues with constantly increasing power about twenty minutes, thus allowing ample time for the visitor to reach the scene during the period of highest activity. The greatest altitude of the column of water is 200 feet, but the steam clouds

are vastly higher. During an eruption, a vent thirty feet from the geyser blows off steam with tremendous force. Dr. Peale notes an eruption of the Grand as follows:

"A tremendous rumbling was heard, accompanied by a shaking of the ground and a huge escape of steam. It would be difficult to describe the feeling of excitement with which we saw the immense column of steam and water shoot from the crater to the height of 200 feet. The column was vertical and accompanied by immense clouds of steam, and the water in falling shook the ground. It was carried up in a succession of jets, the main mass being large, and the highest jets appearing to be forced through the latter. It was the first geyser of any power that we had seen, and we called it the Grand Geyser. The display lasted altogether about twenty minutes, and after it was over the water sank out of sight in the tube."

A MAGNIFICENT SIGHT.

—After all, the most magnificent sight presented to the traveler is the almost boundless expanse of tall, waving wheat in North Dakota. Look out for eight, ten or twenty miles, as far as the average human sight can pierce the distance, and view the luxuriant, stalwart grain swaying in the breeze and glittering in the golden sunlight like the coruscations of a soaring imagination, and if any-

thing is lacking to complete the sublimity of the picture, compute the pile of golden eagles, or greenbacks, the alchemy of harvest will transmute into the pockets of the lucky owners of these western bonanzas.—*Fargo Argus*.

THE new town of Anaconda, twenty miles west of Butte, in Deer Lodge county, Montana, is growing rapidly. Local prophets predict that it will have a population of 2,000 people by January 1st, 1884. The Anaconda Company are erecting a 300-ton smelter, the largest in the mountains. They have several tons of ore on their dumps and at the mill. The same company are putting in huge hoisting works similar to those on the famous Comstock.

A SOUND CITY.

Tacoma, its Commercial Industries, Coal Fields and Recent Growth.

Correspondence of *The Northwest*.

STEAMER "QUEEN OF THE PACIFIC," }
July 12, 1883. }

If one wants the last vestige of doubt as to the future of the Northwest coast of the United States removed, let him make a year's interval between any two visits to it. I brought here on this visit the impressions of my first coming a year ago. I have been hardly able to recognize the old localities. Wildernesses have become villages, and these, in turn, flourishing towns. I had a remnant of skepticism, but it has become enthusiasm. For no one can come on a visit hither without his blood stirring.

I stopped at Spokane Falls by the way, rode around the town with two of its most enterprising public men, Messrs. Brown and Cannon, and was surprised at every turn by the evidences of growth and thrift everywhere. I counted over 100 new houses and places of business "going up." I was charmed with the beauty of its landscapes, and its hygienic climate. It is already a great centre for manufacturing and distributing supplies to all the territory of Northeast Washington and Idaho. I will not attempt now to enumerate in detail the peculiar advantages it possesses. No other place on the route from Missoula to Portland presents so many attractions and such evidence of prosperity.

Coming still farther west and over to the Sound, I found all the hotels crowded and filled with new citizens. The stranger in many cases is compelled to inquire his way to his inn.

"We are full all the time, what is the use of sending to the train? Why, we can't get even cots enough," said one landlord.

One is almost compelled to ask hospitality of the children of the forest, who cover the car-roofs, riding aimlessly from town to town.

Olympia, the capital of the Territory, is a queer little place. I supposed it was situated on the Sound, but my walk after tea showed two miles of mud-flat between the town and the sea. I heard that when a picnic party goes out on the water, it takes two days' provisions and charters a tug to come after it, when the "land-locked" waters right the sail-boat up again and enable it to float. The captain of the "Idaho" said that if I would wait a couple of days the tide would be back again, and I would see that Olympia is a maritime city. I think Tacoma might afford to trade some of its deep water for the sand-levels of Olympia. What is the secret of these caprices of Nature, anyway?

This Tacoma, or New Tacoma, is a wonderful place enough. I remained here two days, a part of the time a guest of Mr. J. H. Houghton, one of the proprietors of the large foundry and machine-shop, and one of the city's most sagacious citizens. I took a great deal of interest in the following points of history:

New Tacoma, 150 miles north of Portland, 105 from the end of river and beginning of rail navigation, was established in 1873 as the terminus of the Northern Pacific Railroad. From 1873 to 1879, during the dark days of that corporation, it only reached about 450 inhabitants. In 1880 it had 900, and now has 3,200. The number of buildings has doubled within the last twelve months. In my walk through the city to-night, I noticed many houses in process of erection on every street. Talking with Mr. Theo. Hosmer, who was the former General Manager of the Land Company here, I learned that by judicious management in the sale of lots, retaining alternate lots at original prices, and attaching conditions of building to sales of business property, speculation has largely been prevented and the city kept in a condition of healthful improvement. The excellent timber

and farming lands in the vicinity the inexhaustible coal-formations and hills of lime, the fertile hop-valleys and bog and magnetic iron mines, whose products are tributary, point out New Tacoma as a manufacturing and commercial centre of no inconsiderable importance. The largest car-wheel manufactory and foundry in the Territory is now established here. The company's shops and division head-quarters are also here, and two saw-mills, one of them with a capacity equaling anything on the Sound. This mill, belonging to Hanson & Co., supports a small village of itself. All of the main sidewalks in Tacoma are 16 feet wide, streets 100 feet wide. The public buildings are large and very thoroughly built. Notable among them are the Court-house, Academy, bank buildings, and Mr. Wright's handsome memorial church.

I stood down by the landing to-day and watched the unloading of vessels which had just arrived from San Francisco, freighted with iron for the railroad company.

"Why is not this iron unloaded at Portland?" I asked.

"Because the freight rates to Tacoma are \$2.50 less than to Portland."

"What makes the difference?"

"Insurance, pilot charges, towage, etc. One of these vessels sailed right in here without help—a thing impossible at Portland, possible here night or day."

"I understand you are going to have a grain-elevator here?"

"Yes, and a sash and door factory, a bucket factory, planing-mill, grist-mill and new furniture factory."

"What use have you for a grist-mill and elevator here, so far from the grain country?"

"The grain is brought right to Kalama in barges by river, and thence here by rail. Here it will be stored in elevators for shipment. As for grist-mills, the mere shorts, bran, etc., find a buying community here that would support the mill."

"Have you any new industry in contemplation?"

"Several. For instance, a company has just bought 150 feet of water-front, upon which to establish a salmon-fishery. About \$30,000 will be the capital employed. Then a large and every-way completely-appointed hotel is now under contract. The city needs this very badly, for the two we have are wretched apologies."

After this frank and most truthful remark, my companion went on to show me the large bunkers being prepared along the wharfs, affording storage for over 80,000 tons; and to tell me about the steam-colliers now being built to carry the same. Indeed, the coal and lime mines are more advanced and represent more capital than anywhere else on the Sound. The railroads to South Prairie and Puyallup Branch deliver about fifty tons per day. The coal is of excellent quality, both for steam and domestic purposes, and the demand for it is constantly increasing. The large coal fields outcropping at Wilkeson and vicinity are also marketed here.

The Carbon-Hill Coal Company, as it is called, is producing now about 300 tons per day. It furnishes the largest exhibition of individual mining outside of Pennsylvania I have ever witnessed. There are thirteen openings, capable of producing with present facilities, 800 tons per diem, and Mr. Pinkerton, the superintendent, informs me that 1,500 tons per day will be taken out this winter. This whole property on which the mines are being worked, some 1,200 acres, has been bought by the Central Pacific Railroad, and they do not market but use it entirely for their own purposes. The whole vicinity is covered with wonderful timber, beneath which is an unestimated coal of the very best quality.

The hop yield in the Puyallup Valley, has, during the past two years, made many of the growers rich. The prices were very high; double those of

the year before. Remarked one who had experimented in hops to me:

"I contracted my crop late at 53c.; could have got more. I harvested 17,750 pounds, which brought me about \$9,400. Entire cost of cultivation, picking, drying and marketing, about \$1,200; balance profits, \$8,200. But we may go a good while before another year like the last."

Mr. Isaac W. Anderson, the present manager of the Land Company, informs me that property is continually advancing without any extraordinary sales, except as compared with original cost. The growth is healthful and certain.

Tacoma is certainly destined to become a great city. There are many who think it will be the metropolis of this region. A writer from this region, in a letter, named by general mention the advantages to be gained, and large profits resulting from a system of communication between East and West Washington. The route of travel at present is at best circuitous and slow between salient points. Portland has direct enough connection, but the secondary position Portland will eventually naturally assume, makes this of less importance. The important matter is to bring the Sound and the interior into closer relations. One of the most prominent enterprises having this end in view is what is called the "Cascade Branch," a railroad to extend from New Tacoma, the first-approached and prominent key-city of the Sound, to the main line of the great East and West railroad thoroughfare at Wallula or vicinity. This road will be 200 miles long. It will cut off from the present route between Puget Sound and Eastern Oregon 150 miles. At present thirty-five miles of this road have been built, and the operation of it has been, I understand, very remunerative. Take, for instance, the locality from which I have just returned (a most interesting journey), the celebrated Puyallup coal fields, situated some 30 miles distant from New Tacoma, at the new town, to which the industry that has given existence to it, and the nationality of laborers generally employed, has given the half-prosaic, half-romantic name of "Carboriads." At this place, and in the vicinity, there must be coal enough to furnish fuel to the United States for a century. There are, literally, so I am creditably informed, miles of mountains of it, and of so pure formation, that the waste in working is reduced to a minimum.

These railroads will bring their exchanges to this city, where they will naturally take the sea for foreign ports. In an incidental way, the country they traverse will become inhabited and fruitful. How great the contrast in this respect between the aspect of the country between Kalama and Tacoma a year ago and now! It must be seen to be understood. There is a law of rapid development, working its will in Tacoma. It will keep her strong. It will keep her first.

CHARLES J. WOODBURY.

THE "Meeting of the Waters," where the Jefferson, Gallatin and Madison unite to form the mighty Missouri, is one of the most natural commercial centres in Montana. In 1862 a city was founded there by the early miners, but was deserted because no mines were discovered in the vicinity. Later on the valley lands were here and there settled upon, Gallatin City sprang up in the valley and became the county seat, but after losing this honor to Bozeman, languished and declined. The Northern Pacific has just laid out a new town site almost at the point of the junction, which has been christened "Gallatin." A vast area of pasture and agricultural land is in the immediate vicinity, and this with the coal and silver recently discovered in the adjacent mountains, will build up a city of considerable importance.

SANBORN, DAKOTA.

A Description of a Flourishing North Dakota Town.

Correspondence of The Northwest.

SANBORN, Dakota, Aug. 15th, 1883.

Sanborn, Barnes Co., Dak., is on the Northern Pacific Railroad, seventy miles west of Fargo, and is also the southern terminus of the Sanborn, Cooperstown & Turtle Mountain Railroad, running north up into the Devil's Lake country. Sanborn is one of the beautifully situated towns on the gently undulating plateau midway between the Cheyenne and James or Dakota River, surrounded by lands for many miles, much of it yet uncultivated, which any Eastern man would call "garden lands," brought to the greatest perfection by the richest fertilizers. Anything grown or raised in New York or Massachusetts may be raised here, and so far surpass those States as to seem incredible. The writer, being an old Brooklyn man, knows whereof he speaks. The town was open prairie in 1879, and there was no occasion for the Northern Pacific trains to stop; now it is known as one of the peculiarly favored in location and surroundings—first-class in every-

Improved lands tributary to us can now be estimated at 50,000 acres.

Annual business, 1880,	- - - -	\$25,000
" " 1881,	- - - -	100,000
" " 1882,	- - - -	500,000
" " 1883,	look favorable	
for over	- - - -	1,000,000

Increase of settlement each year can safely be mentioned as more than 100 per cent. Think we have received since the 1st July, 1882, to the present date three new settlers for every one here at the beginning of the year.

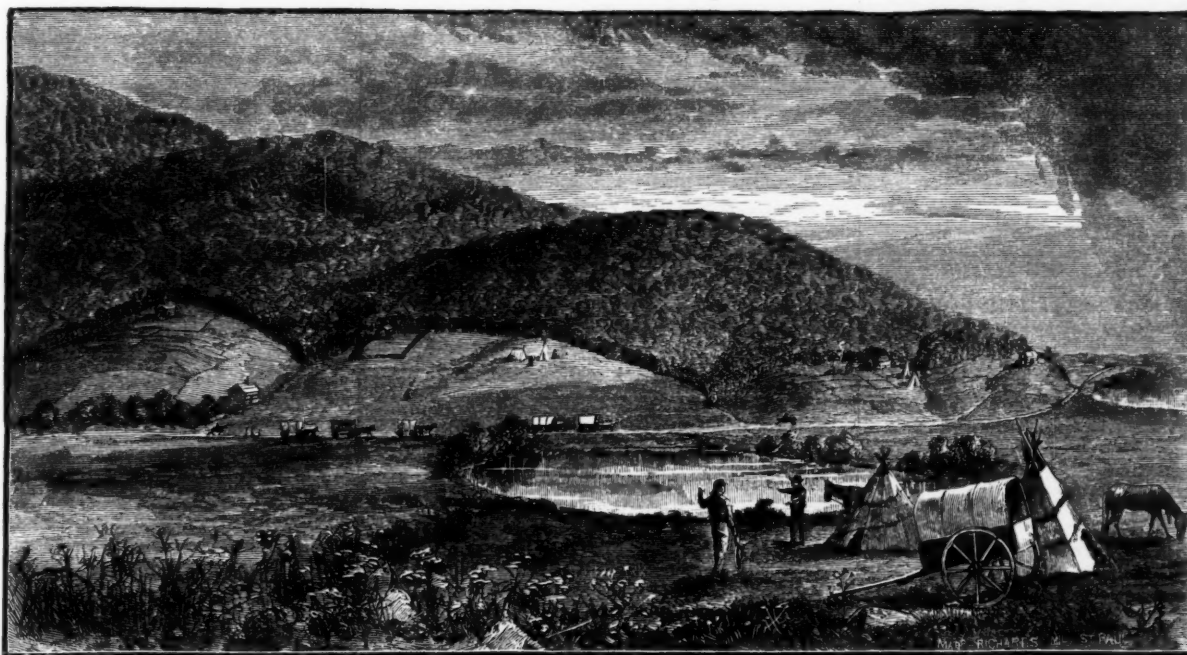
Prices for grain at Sanborn are invariably the same as at Fargo. No better grain market in the Northwest; the present season will demonstrate this fact. We are contracting to supply Eastern mills, and shall lead the market we hope. I.W.B.

HEALTHY DAKOTA.

The physicians are beginning to discover the value of Dakota air for health-giving purposes and to recommend this Territory as a health resort. The Chicago *Daily News* of June 8th says: At the regular annual meeting of the Chicago Academy of Homoeopathic Physicians and Surgeons at the Grand Pacific last evening, a paper was read by

3 400 MILES OF TRACK.

In a recent speech in Portland, John Muir, said: "We now have on this coast, in this section of the Northwest, 1500 miles of rail transportation lines, and, in less than two months, when our great transcontinental highway is completed—when the Northern Pacific Railway links together the East and the West—we shall have in our system not less than 3,400 miles of railroad line—over 2,000 miles of which, from the Great Lakes to the Pacific Ocean—will be a continuous span, under the longest continuous rail line under one management in the world. Let me impress upon you the importance of this "one management" idea, particularly in its relation to traffic. By it traffic is interchanged, naturally in accordance with the ability of one section of the country to supply another. I have now in mind an instance where, for a time, through the antagonistic policy of two rival ends of the other transcontinental route, goods from the Pacific Coast were entirely shut out of Montana. This condition of affairs cannot exist with us. Under one management, one ownership, we make our rates for all sections of our line, and let our business divide geographically. Each Territory, State or section can seek



HALF-BREED SETTLEMENT, TURTLE MOUNTAIN, NORTH DAKOTA.

thing that goes to make a live, intelligent country home and central business mart. When visiting Eastern men are commending our evidences of business energy, our elevators, banks, business houses and fine residences, schools and churches, trees, fine farms, etc., and we tell them the first load of lumber for building was drawn in 1879, they look us in the eye to see if we mean it. The development in these Northwestern towns to an Eastern old stager slow-coach, is simply incomprehensible. It is become stale here to say "towns spring up as if by magic." The Sanborn station receipts, Northern Pacific Railroad, as furnished by the Agent—

For the month of April, 1882, were - \$4,744.85
 " " " 1883, " - 17,829.75

Increase, - - - \$13,084.90

One firm in Sanborn sold over \$228,000, in 1882. This house will largely discount last year's business. Other firms will more than double last year's trade this year.

The grain trade estimated by the Lenham Elevator and Lumber Co. is as follows:

Grain marketed 1880,	- -	25,000 bushels.
" " 1881,	- -	75,000 "
" " 1882,	- -	300,000 "
Will have this year	- -	750,000 "

Dr. T. C. Duncan on "Dakota as a Health Resort." Premising that the essentials of a health resort are in its sources productive of diversion, deep respiration, and vigorous digestion, the doctor showed that Dakota furnished such in a marked degree, the water, air, and other favorable conditions contributing to the cure of dyspepsia, diseases of the kidneys and bladder, catarrh, bronchitis, and consumption in its early stages, though in its advanced stages the patient should seek a warmer and less bracing air. Asthma is also markedly affected by Dakota air, which, moreover, is more beneficial than that of Colorado, or other elevated regions, in cases of heart disease, complicated by asthma, bronchitis or indigestion. The large amount of soda in the soil makes the wheat of Dakota especially healthful, while from its large amount of nitrogenous elements the use of this staple supplants the demand for meat.

In North Dakota, northwest of Devil's Lake and almost contiguous to the British boundary, is a group of wooded highlands known by the general name of Turtle Mountain. It is the only timber district in the whole Territory. The region is still unsettled, save by a colony of French-Canadians and half-breeds, whose farms, tents and houses are shown in the above picture.

the business of another on a fair and even footing. Within the limits of our own transportation system we will exchange the commerce of eight of the largest and most important States and Territories, stretching in one grand sweep from the great interior lakes more than 3000 miles to the borders of the Arctic Ocean on the North, and the Gulf of California on the South. Having this great transportation system, it behooves us to give careful thought to its management."

WEST VERSUS EAST.

The facts are that the average working-man out West is better fed, better clothed, and enjoys more true independence than the average working-man East. If you don't believe it, go and see. Again, your children have a better chance. Away out on the prairies they grow up to be men and women, knowing very little of the terrible sufferings of city tenement-house life, or its evil influences. City squalor has no charms; but in the two-room Western cottage, surrounded with flowers and breathing an atmosphere that brings joy with every zephyr, there is a feeling of contentment that cannot be described.—GEORGE R. SCOTT in N. Y. *Witness*.

The Northwest.

A Monthly Journal, devoted to the development of the New Northwestern States and Territories.

[Registered at the Post Office as Second Class Matter.]

Circulation of this Number, 18,500.

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NEGOTIATE RAILROAD LOANS.

ISSUE LETTERS OF CREDIT FOR FOREIGN TRAVEL,

RECEIVE THE ACCOUNTS OF DOMESTIC AND FOREIGN BANKERS, MERCHANTS AND CORPORATIONS.

NEW YORK, SEPTEMBER, 1883.

No event in this country since the Yorktown Celebration of 1881, has brought together so many distinguished people as the opening of the Northern Pacific Railroad.

PEOPLE who contemplate emigrating to the Pacific Northwest, would do well to go this fall instead of waiting for spring. The winter climate of Oregon and Washington is mild and agreeable, and farmers can profitably improve the time between November and April.

MILNOR is a new town in Sargent County, North Dakota, at the present terminus of the Northern Pacific, Fergus & Black Hills Railroad. It is surrounded by rich, wheat-producing prairies, and is far enough from any established town of considerable size, to become the grain market and mercantile centre of the whole region for twenty or thirty miles around.

LAST month we gave a description of one of the great glaciers on Mount Tacoma, in the Cascade Range, from the mouth of Senator Edmunds, of Vermont. This month we are able to announce the discovery, by Prof. Raphael Pumpelly, and his party, of the only true glacier known to exist in the Rocky Mountain Range, and to print a description of its appearance from the journal of Prof. W. M. Canby. This glacier feeds the headwaters of the Maria's River in Northern Montana, near the British boundary. Evidently the days of going to Switzerland to study glaciers and

their action are nearly over. The man of science and the adventurous mountain climber can now and in our own country visit the gigantic living rivers of ice which give to the Alps their greatest interest and charm.

THE destructive cyclones which are such a terror in some parts of the West are unknown in North Dakota and Montana, nor have they ever occurred in the prairie regions of Oregon and Washington. Those regions are evidently outside of the belt of great atmospheric disturbances. If they were liable to cyclonic action, the fact would have been manifested before this time, but there is no record of severer wind-storms than frequently occur in the Eastern States.

THE actual time of the junction of the Northern Pacific tracks in Montana, was August 22d, at three o'clock in the afternoon, but the programme of the opening ceremonies having been arranged for September 8th, and the movements of American and foreign guests made to conform to that date, it was not feasible to change it when it was found that the tracklayers were going ahead faster than was expected.

THE Knife River Valley in North Dakota is attracting considerable settlement this year. The Knife River enters into the Missouri River from the west 45 miles above Mandan. Its valley and its level table lands embrace a tract of 40 miles wide by 90 long. The soil is as rich as any in Morton and Burleigh counties, which carried off the banner at the Minneapolis State Fair in 1882. Its soil is underlaid with a hard clay subsoil, well sprinkled with lime. Timber is plentiful, and there is an abundant supply of good lignite coal. A thriving town, called Stanton, has grown up within the past year at the mouth of Knife River.

COMPLETION OF THE NORTHERN PACIFIC.

WE have held back our paper this month a few days beyond the usual time of going to press, in order to be able to lay before our readers an account of the interesting ceremonies attending the joining of the tracks of the Northern Pacific main line in the Rocky Mountains. On other pages will be found a report of the doings at the union of the tracks, and of the addresses delivered by President Villard and the Hon. William M. Evarts, together with a list of the guests present, and extracts from a few of the many interesting letters received in response to invitations.

The completion of the Northern Pacific Railroad is an event of national interest. Indeed, we doubt if anything has occurred in the line of industrial and commercial development of so great importance since the first Pacific railroad was built. Certainly no other railroad enterprise has vitally interested so many States and Territories or has developed such extensive regions of the country. In many respects, the Northern Pacific is a greater enterprise and a more notable success than was the first transcontinental line. It has been constructed by a single company, whereas the first line was the result of the efforts of two strong corporations building from the east and the west, to meet in the centre of the continent. The two companies which constructed the Union and Central Pacific Roads were backed by the strong arm of the Government, which gave them from its treasury an amount of its bonds almost sufficient to build their entire lines. The Northern Pacific company received no Government aid of money or bonds, and its great land-grant was unavailable as a resource for money or credit at the time of its hardest struggle. When it needed help the most, its lands were almost unsaleable. The first Paci-

fic railroad had the rich and already populous State of California, with its treasures of precious metals as its western goal. The Northern Pacific marked its line through a country whose resources were almost unknown, to a terminus in a feeble agricultural community almost isolated from the world's currents of trade and emigration. Time has demonstrated, however, that the Northern Pacific enterprise was wisely conceived, and that the vast regions now traversed by its line and opened to settlement and industry constitute by far the most fertile and valuable belt of land stretching across the American continent. Where sagebrush deserts and arid, wind-swept plains exist on the central and southern routes to the Pacific coast, the Northern Pacific line passes, in corresponding longitudes, through smiling agricultural valleys, immense alluvial prairies, admirably fitted by nature for the growth of wheat, over wide areas of natural pastures, where the nutritious bunch-grass supports great herds of cattle the year round, and through dense forests of valuable timber. The resources of the road for local traffic are incomparably greater than those of its rival transcontinental lines, and few who are familiar with the fields and forests, great rivers and spacious harbors of Oregon and Washington, can doubt that a community will soon be developed at the western end of the line which will support a city greater than San Francisco and attract the commerce of the world.

The Northern Pacific Company has builded for the future. It has passed through its years of trial and struggle. It is now about to enter upon a season of brilliant and constantly increasing prosperity. The stockholders, its officers and all its friends are to be congratulated on the completion of its main line. Its locomotives and construction forces have been the harbingers of civilization all the way from Lake Superior to Puget Sound. Settlement has followed its line from both coasts as fast as it advanced into the wilderness. It has been the great inspiring and developing force in Northern Minnesota, Northern Dakota, Montana, Washington and Oregon; this, too, when it was bending all its energies to the building of its tracks. Now that it is finished and the company can devote its resources and energies entirely to the increase of its traffic and the settlement of its tributary regions, its beneficial influences will be even greater than they have been in the past.

NEW DAKOTA TOWNS.

EVERY new town on the rich prairies of North Dakota looks forward to becoming a city in a few years, and in this expectation often gets its ideas of the value of building-lots up to a rather absurd elevation. Yet the growth of large centres of population in a new region is not as much a matter of chance or speculation as many people suppose. Any intelligent man familiar with the development of the past twenty or thirty years of the prairie country of Illinois, Iowa or Kansas, need not have much trouble in making up his mind as to where the future large towns are to be, and if he desires to invest in real estate he is not obliged to take great risks. When the East and West trunk line was built through Dakota it required no special gift of prophecy to predict that Fargo, at the crossing of the Red River, Jamestown, at the crossing of the James River, and Bismarck, at the crossing of the Missouri River, would soon become important places. About once in a hundred miles, in an agricultural county, at a point determined by some geographical advantage, there must be a large town, with banking capital, manufactories and stores carrying heavy stocks of goods. Besides, every county will build up a central town, usually its seat of government, for handling its products and furnishing it with supplies. It is, of course, absurd to suppose that every railway station is going to be

a big place, but there is no hazard in depending upon the growth, up to a maximum of three or four thousand inhabitants, of county seats, having railway facilities and being centrally located for trade.

Nothing is surer in this world than that a rich soil will attract settlement, and that rural settlement will develop towns. People who invest in property in infant towns having the obvious conditions for growth take a minimum of risk and have a maximum of chances for profit.

Among the new North Dakota towns which we may mention as having excellent prospects of steady growth are Lisbon, on the Fargo & Southwestern Railroad; La Moure, at the western terminus of that road; Cooperstown, the present terminus of the Sanborn, Cooperstown & Turtle Mountain Railroad; Carrington, on the Jamestown Northern Railroad, and Milnor, the present terminus of the Northern Pacific, Fergus and Black Hills Railroad.

THE RECENT FLURRY IN WALL STREET.

THE August flurry in the stock market made its record in the table published on another page of the prices of the Villard securities. The variations, it will be seen, were remarkable and quite unusual. With one exception, however, these securities only shared in the fluctuations of other sound stocks. The exception was Oregon and Transcontinental, in which the fall was notably great, and the recovery especially rapid. The general breaking down of the market began with a concerted and persistent attack on this stock by a bear combination. In two weeks' time it was hammered down from 80 to 56. When one started down hill the rest of the list came tumbling after it. To give force to the raid upon O. & T., all sorts of lies, some ingenious and some manifestly absurd, were set afloat. They found credence for a short time in the general demoralization of the street, and many foolish and timid people parted with stock intrinsically worth par, for a little more than half its value, while shrewd men reaped large profits by buying and waiting for the rebound which they knew was sure to come.

The result of the storm has been to leave the Transcontinental and, indeed, all the Villard properties more favorably established than ever in public confidence. The facts about them are better understood than before. Northern Pacific preferred, now that the road is completed, will be an eight per cent. stock. Northern Pacific common, will doubtless pay dividends after 1884. Oregon Railway & Navigation now pays ten per cent., and will soon pay twelve. Oregon and Transcontinental is based on its ownership of a controlling interest in the above stocks. It has recently made an advantageous lease of the Oregon & California Railroad, and thus obtains control of the entire transportation system from the northern boundary of California through Oregon, Washington, northern Idaho, Montana, northern Dakota and northern Minnesota to Duluth and St. Paul. It is the strong bond that binds all the Villard companies in a common interest. Besides, it holds the branch lines of the Northern Pacific system for a reasonable and assured profit. It is now paying six per cent. dividends, and promises next year to pay eight. People who were frightened into dropping this stock into the street during the recent flurry are already regretting their stupidity.

WHEN John Muir left Oregon to go to St. Paul and assume the duties of his new position of Superintendent of Traffic of the Northern Pacific Railroad and its allied lines, the leading merchants and public men of Portland united in giving him a complimentary banquet. The affair was an evidence of the popularity of the companies he has represented on the Pacific coast, as well as a cordial recognition of his business and social abilities.

PERSONAL ITEMS.

CARL SCHURZ, Editor of the New York *Evening Post*, has gone to hunt elk in the mountains of Idaho.

F. B. PLYMPTON, Murat Halstead's veteran associate on the Cincinnati *Commercial*, has been writing some admirable letters about his recent trip to the Yellowstone National Park.

COL. P. W. NORRIS, late Superintendent of National Park, has been investigating the work of the mound builders, and will publish the result of his labors in the Bozeman *Courier*.

EX-GOVERNOR KIRKWOOD, of Iowa, since his return from a summer tour to the Pacific coast, is earnest in his advice to sight-seers to visit the Rocky Mountains, rather than go to Switzerland.

MR. CHARLES B. WRIGHT, formerly President of the Northern Pacific Railroad, has given \$100,000 for the establishment of a college for both sexes at Tacoma, the Northern Pacific terminus in Washington Territory.

PROF. VON HOLST the eminent German author, well-known in this country from his Constitutional History of the United States, and Prof. Kneist, also an author of the highest rank, and a member of the Imperial German Parliament, were among the guests at the Northern Pacific opening.

FRANK WILKESON, whose letters from the Rocky Mountains to the New York *Sun* sketch the life of the far West with a fine touch of genius and humor, is a son of Samuel Wilkeson, the Secretary of the Northern Pacific Railroad Company, and the senior officer, in length of service, of that corporation.

EX-SENATOR CONKLING and ex-Secretary Boutwell, upon returning to St. Paul, gave a glowing account of their trip through the Northwest. The two gentlemen, says the *Pioneer Press*, declined to be interviewed further than to express their delight at the wonders of the great Northwest. Mr. Conkling was particularly hearty in his praises, and said that he had come prepared to be astonished, but the reality had far surpassed his expectations. As to the resources of the Northwest, he believed them to be vaster than the most sanguine resident or owner knew or hoped.

H. F. FARNY, the Cincinnati artist, whose painting of Sioux Indians on the march attracted much notice in the Paris salon of last year, accompanied the Northern Pacific Opening Excursion to make sketches for *The Century*, *Frank Leslie's* and *Ueber Land und Meer*. No doubt his journey will give him material for some important work in oil. The landscapes and life in the far West furnish a field for fresh artistic work, which is, as yet, almost unexplored. Bierstadt and Moran have won great reputation from it, but most of our well-known artists still cling to the hackneyed themes of the Hudson River and the Catskills.

IN connection with the recent death of Col. J. B. Culver, of Duluth, the ceremonies at the breaking of ground on the Northern Pacific Railroad will be recalled by the old citizens of that place and of Superior. The affair took place at a point in the woods about twenty-four miles west of Duluth, in February, 1870. The weather was so cold that a fire of logs was made to thaw the ground. About fifty persons assembled to witness the interesting event. Col. Culver wielded a pick and shovel, and filled a wheelbarrow with earth, and Col. J. B. Hayes, of Superior, wheeled and dumped the dirt. Then there followed the customary season of speech-making.

OPENING OF THE NORTHERN PACIFIC RAILROAD.

THE LETTERS, GUESTS, PROGRAMME, CEREMONIES AND ADDRESSES.

The last rail on the main line of the Northern Pacific Railroad was laid near the mouth of the Blackfoot River, in Montana, a short distance west of the Main Divide of the Rocky Mountains, at noon on September 8th. The ceremonies on this interesting and historical occasion were attended by a party of nearly four hundred persons, all of whom were the guests of the railroad company. Many came from the Pacific coast, but the greater number of the guests were from the Eastern States and from Europe. They comprised the Envoys and Ministers of foreign Governments residing in Washington, many prominent officials of the United States Government, the Governors of States and Territories traversed by the road, managers of important railway lines, army officers who participated in the early surveys of the route, prominent bankers and others who have sustained the finances of the company, men who were conspicuous advocates and promoters of the enterprise in its early as well as later stages, and representatives of leading journals. From Europe came members of the English and German Parliaments, correspondents of prominent newspapers and a number of persons distinguished in the world of finance, commerce, science and literature.

THE INVITATION.

The Northern Pacific Railroad Company requests the pleasure of your presence at the opening of its main line from Lake Superior to Portland, Oregon, and Puget Sound.

The Company expects to be honored by your taking part in the act of joining the two ends of the track at a point in Montana near the western approach to the tunnel piercing the main range of the Rocky Mountains.

The arrangements for the entertainment of the Company's guests are fully set forth in the enclosures.

HENRY VILLARD,

President.

European guests were provided with steamship tickets from Liverpool or Hamburg to New York and return, and entertainment at New York hotels from the time of their arrival to the departure of the excursion train. The American guests assembled at New York, Chicago, or St. Paul, according as their convenience dictated. All were, from the time of their joining the party till their return to their respective homes, the guests of the company in every sense, transportation, meals and sleeping-car accommodations being provided for them.

THE LETTERS.

We give below extracts from a few of the many interesting letters received from those invited to join the excursion:

From Judge Charles P. Daly, President of the Geographical Society.

I very much wished to accept your kind invitation, having been an earnest advocate for the construction of the road long before it was begun, and having taken great interest in its subsequent history and progress. As a matter of geographical engineering, I was interested, many years ago, in obtaining a knowledge of the large portion of our country over which the road now passes; and having perused the early travels and explorations from Lewis and Clark's, to and including the many volumes of the Government survey, I learned enough of the country to know the value of it for settlement and became convinced of the importance and practicability of a railroad over the whole region to the Pacific. Under these circumstances, you will appreciate how greatly I desired to be present at the consummation of a work in which I have been so long and so firm a believer. It would have been gratifying to have participated personally, in realizing my own prediction, made

nearly thirty years ago, before the Geographical Society, that a railroad from the head of Lake Superior to the Pacific was practicable, and would undoubtedly be built, when there were comparatively few who shared that conviction.

From the Hon. William B. Allison, U. S. Senator from Iowa.

These ceremonies will be of great interest to the country, signaling the opening of new lines through the States, and will develop a vast interior region, rich in pasturage, timber, agriculture and minerals. You and your associates are to be heartily commended for and congratulated upon the energy and enterprise you have shown, in rapidly completing this great through line of communication.

From Austin Corbin, President Long Island Railroad Co.

In this connection, I desire to say that I have always looked upon the Northern Pacific enterprise as one of the most important to this country that was ever inaugurated, and no person, outside of those financially interested in its success, can wish it a more hearty God-speed, than I do.

From Gen. Geo. F. Edmunds, U. S. Senator from Vermont.

It would be gratifying to be present on an occasion so important to public interests. Although the beauty and magnificence of the country traversed by the Northern Pacific would tempt any one who has seen it to frequent visits, I am compelled by duties that cannot be deferred, to decline. I cannot doubt that the occasion will be most agreeable to all who participate in an event at once beneficent and historic, taking place in one of the fairest, and hitherto one of the most inaccessible parts of the Republic.

From His Honor, Franklin Edson, Mayor of New York.

It would certainly afford me great pleasure to see the wonderful country that has thus been opened up through the efforts of yourself and your associates, did not the nature of my official duties render it impracticable for me to be absent from the city for such a length of time.

From Major-Gen. Winfield S. Hancock, United States Army.

General Sherman and Lieutenant-General Sheridan are both absent and are not expected back till after the date to which your invitation refers. Before he left, General Sherman wrote to me that he desired me to remain at my post during his absence, and I therefore do not feel at liberty to accept any hospitality which would take me away from my official duties here. But for the consideration above mentioned, I should have been happy in accepting your invitation. I am much indebted for your courtesy. The trip would have been an exceptionally agreeable one to me for various reasons, and I therefore feel it a disappointment not to be among your guests.

From Hon. Geo. F. Hoar, U. S. Senator from Massachusetts.

It will be an occasion of vast historic interest and importance, and I shall look eagerly for an account of the proceedings, but it is not in my power to avail myself of your kindness.

From Gen. S. B. Holabird, Quartermaster-General U. S. Army.

Were it possible for me to attend, I should esteem it the greatest privilege of my life to witness the complete final success of this enterprise, in which I have taken every possible interest that a citizen and an officer can take.

From M. Hughitt, General Manager Chicago & Northwestern Railway.

I deeply regret that it will not be possible for me to accompany you on this trip, which, I am sure, cannot fail to delight and instruct those who are fortunate enough to be participants in this excursion. Allow me to take this opportunity to tender you my warmest congratulations on the completion of the great enterprise which has demanded so much ability and energy in its successful consummation.

From Hon. J. Proctor Knott, Governor, of Kentucky.

Having been just elected to the office of Governor, I am obliged to attend to a variety of matters before my inauguration, which is to take place on the 4th of September. I am sorry to have to say that it will not be in my power to accept the very complimentary invitation, for which

I beg leave to tender my sincerest thanks. If circumstances permitted, I assure you, I should be most happy to do so.

From Hon. Joseph P. Bradley, Associate Chief Justice of the United States Supreme Court.

I shall not be able to accept the invitation, but offer you my best wishes for the success of the ceremonies and for the future prosperity of your gigantic undertaking. Who would have believed twenty-five years ago that the present century would witness not three or four, but even a single line of iron rails connecting the Atlantic and Pacific oceans across the broadest part of the continent?

From Hon. John Sherman, U. S. Senator from Ohio.

Nothing could give me greater pleasure than to join with you in the ceremonies proposed to celebrate one of the most important events in the growth and progress of the country, and especially as it would enable me to renew an old acquaintance, but I have made political engagements that I do not feel at liberty to break, which will compel me to remain in Ohio during the time stated. It is my great loss and disappointment, for I have sufficient knowledge of the country traversed to appreciate the enormous value of the road, not only to that region, but to the United States and the world. I heartily congratulate you for your connection with such an enterprise and for your personal success.

From Hon. Wm. D. Kelly, Member of Congress from Pennsylvania.

There is something peculiarly attractive to me in this invitation, for it announces the completion of a work in behalf of which I labored enthusiastically almost forty years ago, and for the success of which I have striven, as occasion permitted, during half of my life.

It is probably not known to you, nor, possibly, to any holder of the securities of your company, that I am the sole survivor of the promoters of the first movement for the construction of a railroad "from the base of Lake Michigan to the shores of Puget Sound." The remarkable man who inspired me with confidence in what was then generally regarded as a visionary scheme was Mr. Asa Whitney, who recently died at a great age, in Washington, D. C.; and among my co-laborers was my friend, Josiah Randall, Esq., father of my present colleague, ex-Speaker of the House, Samuel J. Randall.

That early movement in behalf of the enterprise which you have now brought to a successful issue failed for want of popular faith in the practicability of constructing a railroad over the Rocky Mountains. I am happy to say that my faith never wavered, as may be seen by reference to an address, entitled the "New Northwest," which was largely circulated in 1868, and was afterwards published in a volume issued by Baird of Philadelphia, in 1871, entitled "Speeches, Letters and Addresses of William D. Kelly."

It has, moreover, been my privilege to give congressional support to every bill which proposed to bind together more closely the States bordering upon the two oceans, and to connect the interior States with the commerce for which these should be the entrepôts. In 1860, with my colleagues of the Committee on Ways and Means, I made a tour of inspection of the Union and Central Pacific Railroads, in the first sleeping-car which ever traversed the continent from Philadelphia to Sacramento.

You will, my dear sir, in view of these facts, believe that the regret with which I decline your invitation is heartfelt. The condition of my health, however, while it forbids my attempting to make the proposed journey at present, is marked by so steady and appreciable a degree of improvement as leads me to believe that, should so much of your invitation as refers to a trip over your road, including a visit to the Yellowstone country, be repeated at the close of the next session of Congress, it could then be accepted.

Meanwhile, pray believe me, with as much pride in the successful completion of the Northern Pacific Railroad, the "visionary scheme" of my early manhood, as you who have completed it can possibly feel.

From Hon. M. R. Waite, Chief Justice of the United States.

I wish it were in my power to accept. My engagements, however, are such as compel me to decline. As I have just returned from a trip over the road as far as Helena, I am able to realize the importance of the great work which is so near its completion.

From J. Walter, M.P., proprietor of the London Times.

I regret exceedingly that I am unable to avail myself of President Villard's invitation, as I have engagements at home at this time which will prevent my leaving England. I hope, however, that a year or two hence, I may be able to cross the Atlantic once more, and see the wonders of the National Park and other places which I have not yet visited.

From the Hon. Wm. A. Wheeler, Ex-Vice-President of the United States.

From the time when, as Chairman of the Committee on Pacific Railroads, in the House of Representatives, I championed the cause of the Northern Pacific Railroad, I have watched its progress with great interest, believing its completion to be fraught with more of benefit to our country than any like object to which the Government has ever extended its aid.

From E. F. Winslow, President, New York, Ontario & Western Railroad Company.

I take this occasion to heartily congratulate you upon this timely and promising "beginning of the end" of your great efforts, persevering and eminently successful, to unite the Great Lakes with the Pacific coast, by means of a new transcontinental line.

From C. St. A. de Bille, Danish Minister and Consul General for the United States.

From what I saw on my travels over the eastern half of your line last fall, I fully appreciate the vast importance to the great Northwest and the whole country of the event you are going to celebrate, and from what I have then and since learned as to the history of the Northern Pacific Railroad, I entertain the highest admiration for the pluck, energy and ability that saved the once-wrecked concern and has now led it to a splendid success.

From Hon. J. N. Dolph, U. S. Senator from Oregon.

I accept the invitation with much pleasure, and hope to witness the ceremonies commemorative of what will be the greatest event in the history of the Northwest, namely, the connection of that region with the railroad system of the United States. I congratulate you upon the complete success which has crowned your efforts as President of the Company.

From Henry Failing, Esq., of Portland, O.

I congratulate you upon the near completion of a work of such importance to the entire country, but especially to this Northwest coast. I feel assured that the people here, who have waited for so many years for its consummation, will not forget that its completion thus early is due to your efforts, and I trust that those who follow and people this region of our country will not fail in future years to remember your kindness and credit your merit.

From Hon. S. J. R. McMillan, U. S. Senator from Minnesota.

The influence which the completion of the great road will exercise in the development of the resources and the increase of the commerce of this country is not appreciated by many, and is not overestimated by any of our people. The foresight, ability and energy of your administration of the affairs of the company, which have hastened the completion of the road so much, have been worthily bestowed upon this great enterprise.

From Hon. J. Gregory Smith, ex-President of the Northern Pacific Railroad.

It will afford me extreme pleasure to witness the consummation of an enterprise which, for many years, I had so earnestly at heart, and for the completion of which you are entitled to so much credit for your courage and persistent effort.

From Hon. William Lawrence, First Comptroller of the U. S. Treasury.

I have looked upon this great enterprise as one of incalculable benefit to the whole people of the country, and, indeed, to those of other nations.

From the Hon. Abram S. Hewitt, Member of Congress from New York.

I regret exceedingly, that my departure for Europe will deprive me of the pleasure of joining in this great celebration, which I am glad to see you propose to make upon a scale worthy of the magnificence of the enterprise, and the future growth of the region for which you have provided an outlet. I regret my inability the more, because

the visit I paid to Dakota last year was a positive revelation as to the capacity of this country to feed the world. From what I learned, the country beyond the Yellowstone, and particularly the State of Oregon and Washington Territory, are equally endowed with sources of wealth, which your line will make available for the commerce of the world. I congratulate you upon what you have accomplished, and I felicitate you upon the promise of prosperity which is held out to you in the measureless resources in the region which you traverse. But, above all, I think that the benefaction to mankind at large should fill every heart with gratitude to the Higher Power which has inspired you and your associates with the courage and perseverance to complete this enterprise in the face of difficulties that seemed to the ordinary mind insurmountable. I feel a special gratification in the result, because, nearly forty years ago I assisted, so far as I could, the efforts of Whitney to develop this fertile region, which he said would be the "garden of the world," but which others declared to be a desert filled only with rocks and ice. Whitney died in poverty, and during his lifetime was ridiculed as a madman. The success of your enterprise is his vindication, and I trust he will receive suitable recognition by naming after him one of the great stations on the line, or by a monument at the summit erected in his honor as the projector of the enterprise.

THE GUESTS.

The following is a list of the guests who participated in the excursion and the opening ceremonies:

Guests from Germany.

Baron von Bleichröder, Berlin.
Dr. Edward Lasker, Berlin.
Otto Braunsfels.
Baron George von Bunsen, LL.D., Member of the Reichstag.
Senator Charles de Chapeaurouge, City of Hamburg.
L. Delbrück, German Consul.
Dr. Adam Eisenlohr.
Theodore Fritsch, Esq., delegate of the merchants of Stettin.
Adolph Froelich, Esq.
Professor Dr. Kneist, Member of the Reichstag.
Senator Dr. Albert Greening, City of Bremen.
Professor Dr. Von Holst, Privy Councillor, etc.
Hermann Marcuse, Esq.
The Hon. Max Weber, LL.D., Member of the Reichstag and of the Common Council of the City of Berlin, Frankfurt-on-Main.
Professor Dr. A. W. Hoffmann, Privy Councillor, etc.
Hermann Kreismann, Esq., Consul-General, etc.
The Hon. Alfred von der Leyen, LL.D., Privy Councillor, etc.
The Hon. Ernst Magnus, LL.D., Assessor in the Royal Prussian Government service.
Otto Puls, Esq., Syndicus of the Chamber of Commerce, Frankfurt-on-Main.
Hermann Rose, Esq., General Director German Life Insurance Company.
Herr von Schauss, Director South German Real Estate Bank, etc.
The Hon. Rud. Schleiden, LL.D., Minister Resident.
The Hon. G. Siemens, LL.D., Director Deutsche Bank.
The Hon. Theodore Späth, Counselor, etc.
Colonel Emile Von Xylander, Commander of the First Cavalry Brigade in the Royal Bavarian Army.
Professor Zittel, Professor of Geology.

Guests from England.

Earl and Countess of Onslow.
Earl of Dalhousie.
Lord Carrington.
Lord Sudeley.
The Hon. St. John Brodrick and Lady Hilda Brodrick.
The Right Hon. Sir Arthur Hobhouse, Privy Councillor.
Lord Justice Sir Charles Bowen (Lord Justice of Appeals).
The Right Hon. Sir James Hannen, Member of Privy Council, President Probate, Divorce and Admiralty Division of the High Court of Justice.
Sir W. Brampton Gurdon, of Her Majesty's Treasury.
The Hon. Albert H. G. Grey, M.P.
The Hon. Chas. Russell, Q.C., M.P.
Horace Davey, Esq., Q.C., M.P.
Professor James Bryce, M.P.
Henry Edwards, Esq., M.P.
John Holmes, Esq., M.P.
Norwood, Esq., M.P.
Albert Pell, Esq., M.P.
Samuel G. Rathbone, Esq., M.P.
Henry B. Samuelson, Esq., M.P.
Francis Buxton, Esq., M.P.
Colonel Alan Gardner.
The Rev. S. A. Steinthal, Manchester.
Dr. Louis Borchardt, Fallowfield, near Manchester.
Vicary Gibbs, Esq., of the firm of Anthony Gibbs & Sons, London and Liverpool.
McLeod, Esq.

— Bryce, Esq.
— Benson, Esq.
R. P. Edden, of the Colonial Office.
Geo. B. Bruce, Vice-President, Institution of Civil Engineers, London.

From Washington.

The Hon. H. M. Teller, Secretary of the Interior.
The Hon. B. H. Brewster, Attorney-General.
The Hon. L. Sackville West, British Minister (accompanied by his daughter and her maid).
Count Lippe-Weissenfeld, Charge d'Affaires of Austria-Hungary.
Count Carl Steen Anderson de Bille, Danish Minister.
Count de Bildt, Charge d'Affaires of Sweden and Norway.
Baron von Elsendeche, German Minister.
The Hon. W. H. Armstrong, United States Railway Commissioner.
The Rev. William Alvin Bartlett, pastor New York Avenue Presbyterian Church.
A. E. Bateman, banker.
Walker Blaine, son of the ex-Secretary.
The Hon. John Davis, Assistant Secretary of State.
E. M. Dawson, Interior Department.
The Hon. R. A. Elmer, Assistant Postmaster-General.
The Hon. Walter Evans, Commissioner of Internal Revenue.
The Hon. Henry F. French, Assistant Secretary of the Treasury.
James F. Hood, Chief Clerk Appointment Division, Interior Department.
The Hon. Noah McFarland, Commissioner of the General Land Office.
C. A. Maxwell, Chief Land Division, General Land Office.
Clayton McMichael, United States Marshal.
General A. D. Hazen, Third Assistant Postmaster-General.
Captain John Mullan.
The Hon. John C. New, Assistant Secretary of the Treasury.
Major W. S. Peabody.
Major O. L. Pruden, Assistant Secretary Executive Mansion.
Luther Harrison, Chief Clerk, General Land Office.
W. W. Upton, Second Comptroller of the Treasury.

United States Senators and Representatives.

Senator McMillan, of Minnesota.
Senator Beck, of Kentucky.
Ex-Senator Ramsey, of Minnesota.
Senator Cameron, of Wisconsin.
Senator Morrill, of Vermont.
Senator Dolph, of Oregon.
Senator Sabin, of Minnesota.
Ex-Congressman Caswell, of Wisconsin.
Congressman Converse, of Ohio.
Congressman Curtin, of Pennsylvania.
Congressman Deuster, of Wisconsin.
Congressman Evans, of Pennsylvania.
Congressman Henderson, of Illinois.
Congressman Kasson, of Iowa.
Congressman Mackey, of South Carolina.
Delegate Maginnis, of Montana Territory.
Congressman McLane, of Maryland.
Delegate Raymond, of Dakota Territory.
Ex-Senator Mitchell, of Oregon.
Congressman Slocum, of New York.
Congressman Strait, of Minnesota.
Delegate Brents, of Washington Territory.
Congressman Budd, of California.
Senator Dalple, of Oregon.
Senator Farley, of California.
Congressman George, of Oregon.
Congressman Glascock, of California.
Congressman Henley, of California.
Senator Miller, of California.
Ex-Senator Corbett, of Oregon.
Ex-Congressman Davis, of California.
Congressman Page, of California.
Congressman Nelson, of Minnesota.
Congressman Rosecrans, of California.
Delegate Singiser, of Idaho.
Senator Slater, of Oregon.
Congressman Tully, of California.
Congressman Washburn, of Minnesota.
Congressman White, of Minnesota.
Congressman Wise, of Virginia.

Governors of States and Territories.

Governor Hubbard, of Minnesota.
Ex-Governor Hoyt, of Washington Territory.
Governor Perkins, of California.
Governor Irwin, of Idaho.
Governor Moody, of Oregon.
Ex-Governor Neil, of Idaho.
Governor Newell, of Washington Territory.
Governor Ordway, of Dakota Territory.
Governor Rusk, of Wisconsin.
Ex-Governor Salomon, of Wisconsin.
Governor Crosby, of Montana.
Governor Cornell, of British Columbia.

Railroad Officials.

Gen. A. Anderson, Engineer-in-Chief, N. P. R. R.
J. H. Baker, Commissioner of Railroads, Minnesota.
John C. Bullitt, Director, N. P. R. R.
B. P. Cheney, Director, N. P. R. R.
Chas. L. Colby, President Wisconsin Central.
C. A. Spofford, Oregon & Transcontinental Company.
H. C. Davis, Assistant General Passenger Agent, St. Paul, Minneapolis & Manitoba Railroad, St. Paul, Minn.
George Gray, General Counsel, N. P. R. R.
Robert Harris, Director, N. P. R. R.
General H. Haupt, General Manager, N. P. R. R.
J. J. Hill, President St. P., M. & M. R. R.
C. B. Lamborn, Land Commissioner, N. P. R. R.
J. L. Stackpole, Director, N. P. R. R.
John C. Noyes, General Manager, M. D. T. Co.
R. Koehler, Manager Oregon & California R. R.
J. M. Buckley, Assistant General Manager, N. P. R. R.
C. H. Prescott, Manager, Oregon Railway & Navigation Company.
John Muir, Superintendent of Traffic, N. P. R. R.
J. T. Odell, Assistant General Manager, N. P. R. R.
J. L. Stackpole, Director, N. P. R. R.
H. H. Tyndall, Assistant Secretary Oregon & California Company.
Paul Schultze, Gen'l Land Agt. N. P. R. R., Portland, Oregon.
Richard Goerdeler, Gen'l Agt. N. P. R. R., Berlin.

From the Army.

General Robert McFeely, Commissary General.
General Currier Grover.
General H. A. Morrow.
General Frank W. Wheaton.
General A. H. Terry.
Captain J. C. Ainsworth.
General Nelson A. Miles.
General Rufus Saxton.
General A. P. Rockwell.
Major W. H. H. Benyard.
General John Newton.

Journalists.

E. V. Smalley.
James Beeks, Chicago Times.
J. R. Bingham, Milwaukee Sentinel.
H. V. Boynton, Cincinnati Commercial Gazette.
Udo Brachvogel, Belletristisches Journal, New York City.
H. L. Bridgman, of Frank Leslie's Illustrated Weekly.
Noah Brooks, Esq., of the New York Times.
F. A. Carle, St. Paul Pioneer Press.
W. W. Coleman, Milwaukee Herald.
H. F. Farny, artist, Century Magazine.
E. J. Gibson, New York Tribune.
E. L. Godkin, New York Evening Post.
Charles Graham, artist, Harper's Weekly.
R. W. Merrill, Philadelphia Press.
W. W. Harding, Philadelphia Inquirer.
W. N. Haldeman, Louisville Courier-Journal.
C. W. Knapp, St. Louis Republican.
Clarence P. Dresser, Chicago Inter-Ocean.
Edward King, Boston Journal.
Prof. T. B. Lindsey, Boston Advertiser.
Frank McLaughlin, Philadelphia Times.
Henry D. Lloyd, Chicago Tribune.
E. P. Mitchell, New York Sun.
H. D. Cunningham, New York Evening Post.
A. B. Nettleton, Minneapolis Tribune.
Henry L. Nelson, Boston Herald.
Wm. Penn Nixon, Chicago Inter-Ocean.
J. C. Porter, St. Louis Globe-Democrat.
Joseph Pulitzer, New York World.
Carl Schurz, New York Evening Post.
Joseph Medill, Chicago Tribune.
Wm. Henry Smith, Associated Press.
H. T. Sperry, Hartford Post.
F. A. Richardson, Baltimore Sun.
M. F. De Young, San Francisco Chronicle.
H. W. Scott, Portland Oregonian.
Richard Bartholdt, New York Staats Zeitung.
Wilmot L. Warren, Springfield Republican.
Andrew Shuman, Chicago Evening Journal.

Dr. Paul Lindau, correspondent National Zeitung.
A. von Gühlen, Berlin Tagblatt.
Lieut. Pertz, Norddeutsche Allgemeine Zeitung.
Nicolaus Mohr, Esq., proprietor Weser Zeitung.
Dr. William Mohr, correspondent Cologne Gazette.
Conrad Dietz, Artist.
Dr. Richard Oberländer, correspondent Frankfort Gazette.

Joel Cook, London Times.
H. P. Robinson, } Pall Mall Gazette.
Manchester Guardian.

New York.

The Hon. John Bigelow, New York.
D. C. Corbin, banker, New York City.
The Hon. William M. Evarts, New York City.
August Feigel, German Consul.
General U. S. Grant, New York City.
Hugh L. Cole, Esq., New York City.

F. H. Cook, Esq., Messrs. Cook & Sons, tourist agents, New York City.

E. L. Boas, of C. B. Richard & Co., New York City.

General G. W. Cass, New York City.

C. W. Cass, New York City.

The Hon. G. K. Chase, New York City.

H. D. Chase, New York City.

Heman Clark, New York City.

Alonzo Richmond, Buffalo, N. Y.

G. W. Schwab.

Hans Sommerhoff.

George Stark, New York City.

F. K. Sturgis, New York City.

General B. F. Tracey, Brooklyn.

Thomas A. Vyne, New York City.

E. C. Wendt, M.D., New York City.

Fred. Kühne, New York City.

A. Ladenburg, New York City.

Wm. B. Leonard, New York City.

J. McGinniss, New York City.

J. Lawrence McKeeon.

C. S. Greeley, New York City.

George Hoffman, New York City.

August Belmont, Jr., New York City.

Raymond R. Belmont, New York City.

Charles H. Marshall, New York City.

The Hon. J. Lawrence McKeever, New York City.

W. D. Morgan, New York City.

Lewis Roberts, New York City.

Hans Sommerhoff, New York City.

Charles F. Roberts, New York City.

Other Guests.

Colonel W. E. Burrows, Willimantic, Conn.

Edward Abend, Belleville, Ill.

C. B. Wright, ex-President of the N. P. R. R. Philadelphia.

Frederick Billings, ex-President N.P.R.R. Woodstock, Vt.

T. H. Canfield, Burlington, Vt.

W. P. Clough, St. Paul.

Ellwood M. Corson, M.D., Norristown, Pa.

Charles Fairchild, Boston.

General Lucius Fairchild, Madison, Wis.

The Hon. Loren Fletcher, Minneapolis, Minn.

The Hon. C. D. Gillfillan, St. Paul.

Nicolai Greystad, Minneapolis, Minn.

N. P. Halliwell, Boston.

R. C. Hilgard, Belleville, Ill.

P. H. Kelley, St. Paul, Minn.

The Hon. G. Koerner, Belleville, Ill.

Edward Koelle, ———.

J. D. Perry, St. Louis, Mo.

The Hon. J. S. Pillsbury, Minneapolis, Minn.

Frederick A. Rodewald, London and San Francisco Bank, London.

General H. H. Sibley, St. Paul.

Angus Smith, Milwaukee.

Mayor Stowell, Milwaukee.

Hazard Stevens, Boston.

Willard Teller, Denver.

General T. H. Nelson, Terre Haute, Indiana.

J. L. Thomas, Baltimore.

Mayor Ames, Minneapolis.

David A. Wells, Norwich, Conn.

Thomas Lowry, Minneapolis, Minn.

C. W. Mead, Omaha, Neb.

Adolphus Meier, St. Louis, Mo.

The Hon. J. L. Mitchell, Milwaukee, Wis.

Ottmar Von Mohl, German Consul, Cincinnati, Ohio.

The Hon. C. D. O'Brien, St. Paul, Minn.

The Hon. E. M. Paxson, Judge of the Supreme Court of Pennsylvania.

R. D. Peebles, London and San Francisco Bank, London.

— Peebles, London and San Francisco Bank, London.

Fred Sheldon, Newport, R. I.

The Hon. Kingsley Bothell.

George F. Burns, of Glasgow.

Marcus Daly, Butte City, Montana.

General J. H. Baker, Commissioner of Railroads for the State of Minnesota.

The Hon. A. J. Edgerton, Yankton, Dakota.

Dr. J. Newton Evans, Hatboro, Pa.

Marshal Field, Chicago.

James Haumen, Esq.

The Hon. Carter H. Harrison, Mayor of Chicago.

The Hon. J. B. Hobbs, President Chicago Board of Trade, Chicago.

J. W. Doane, Chicago.

J. N. Hutchinson, Philadelphia.

Alonzo Richmond, Buffalo, N. Y.

Morton McMichael, Philadelphia.

George M. Pullman, Chicago.

J. D. Perry, Laclede Bank, St. Louis, Mo.

Hon. Alex. Ramsey, St. Paul, Minn.

George Schneider, President National Bank of Illinois, Chicago.

O. S. A. Sprague, Chicago.

The Hon. J. L. Thomas, Baltimore, Md.

General Alexander Warner, Pomfret, Conn.

George Tangye.

Reginald West, Esq.

From the Pacific Slope.

The following guests came east from the Pacific slope, and joined the party at the scene of driving the golden spike:

George J. Ainsworth, Oakland, Cal.

Jacob S. Tabor, President of the Board of Trade, San Francisco.

The Hon. Horace Davis, President of the Chamber of Commerce, San Francisco.

General Allen, San Francisco.

W. H. L. Barnes, San Francisco.

Wm. T. Coleman, San Francisco.

Capt. Oliver Eldredge, San Francisco.

Capt. Goodall, San Francisco.

Hall McAllister, San Francisco.

William Norris, San Francisco.

F. Norris, San Francisco.

Capt. K. van Oterendrop, San Francisco.

Dr. Landau, Bank of Nevada, San Francisco.

S. O. Putnam, San Francisco.

— Putnam, Esq., San Francisco.

N. D. Rideout, San Francisco.

Adolph Rosenthal, German Consul, San Francisco.

S. C. Denison, Sacramento, Cal.

Dr. D. S. Baker, Walla Walla, W. T.

H. M. Chase, Walla Walla, W. T.

W. S. Gibbon, Portland, Oregon.

The Hon. Donald Macleay, President Board of Trade, Portland, Oregon.

M. S. Burrell, Portland, Oregon.

The Hon. J. A. Chapman, Mayor of Portland, Oregon.

M. P. Dandy, Portland, Oregon.

C. A. Dolph, Portland, Oregon.

Henry Failing, Portland, Oregon.

The Hon. Sol Hirsh, Portland, Oregon.

W. S. Ladd, Portland, Oregon.

J. Laidlaw (English Vice-Consul), Portland, Oregon.

H. C. Lewis, Portland, Oregon.

J. Lowenberg, Portland, Oregon.

J. McCracken, Portland, Oregon.

The Hon. M. P. Dandy, Portland, Oregon.

The Hon. R. P. Earhart, Secretary of State of Oregon.

S. G. Reed, Portland, Oregon.

F. N. Shurtleff, Portland, Oregon.

A. A. Denny, Seattle, W. T.

B. Gazert, Seattle, W. T.

The Hon. R. S. Green, Seattle, W. T.

James McNaught, Seattle, W. T.

The Hon. H. G. Struve, Seattle, W. T.

The Hon. John P. Hoyt, Olympia, W. T.

General O. D. Green, Vancouver, W. T.

Mayor J. H. Hayden, Olympia, W. T.

The Hon. H. N. Owings, Olympia, W. T.

J. L. Hallett, Dilley, Oregon.

The Hon. J. M. Nesmith, Dixie, Oregon.

The Hon. Noah Shakespeare, Mayor of Victoria, B. C.

The Hon. H. W. Corbett, Portland, Oregon.

C. W. Snell, Portland, Oregon.

S. Schwabacher, Walla Walla, W. T.

The Hon. D. P. Thompson, Portland, Oregon.

R. R. Thompson, Alameda, California.

Isam White, Portland, Oregon.

The Hon. S. C. Wingard, Walla Walla, W. T.

THE PROGRAMME.

The following is the programme for the English guests. It was varied from in some particulars in the case of the American guests, whose return trip was made in shorter time. The German guests left New York on Tuesday the 28th, and visited Niagara Falls. The general party left on Wednesday:

Northern Pacific Railroad.

OPENING EXCURSION.

INFORMATION FOR GUESTS FROM ENGLAND, AND FOR OTHER GUESTS TRAVELING IN PRIVATE CARS.

Thursday, August 30th.—English guests will leave in two private cars attached to the 8.10 p.m. train, leaving Jersey City via Pennsylvania R. R., arriving at Chicago on

Saturday, September 1st, at 6.40 a.m. Breakfast and lunch at the Grand Pacific Hotel.

All other guests traveling in private cars to join the excursion must arrive with their cars in Chicago on Saturday morning, September 1st.

At 4.00 p.m. a special train consisting of the private cars will leave the Chicago, Milwaukee & St. Paul depot, arriving at St. Paul

Sunday, September 2d, proceeding at once to Lake Minnetonka, reaching there about 9.00 a.m. Guests will rest at the Hotel Lafayette, where rooms will be provided for them.

Monday, September 3d.—The day will be spent in visiting the neighboring cities of St. Paul and Minneapolis, and guests will return to Lake Minnetonka at about 4.00 p.m. In the evening at 6 o'clock, a banquet will be given at the Hotel Lafayette by the citizens of St. Paul and Minneapolis. The party will leave that night at 12 o'clock, via St. Paul, Minneapolis & Manitoba Railroad, for Fargo.

Tuesday, September 4th.—In the morning the train will pass through the lake region of Minnesota, arriving at Fargo at 11 a.m. Leave Fargo at 12 m., and pass through the wheat fields of North Dakota, stopping a short time at the Dalrymple Farm at Casselton, and reaching Jamestown at 5 p.m. Spend one hour in driving upon the plateau for a view of the town and the James River Valley. Leave at 6 p.m., and arrive at Bismarck at 11 p.m. Remain all night at Bismarck.

Wednesday, September 5th.—At 8 a.m. drive around Bismarck. Leave at 9 a.m., passing over the great bridge across the Missouri, and arriving at Mandan at 9.30 a.m. Leave Mandan at 10 a.m., and reach Little Missouri at 3.30 p.m. Walk to the summit of a bluff for a general view of the Bad Lands. Leave Little Missouri at 4.30 p.m., reaching Billings about 2.30 a.m., and remaining over night in the cars.

Thursday, September 6th.—Leave Billings at 9.30 a.m., reaching Graycliff at 12 m. Here about two hours will be devoted to witnessing a war dance by the tribes of Indians inhabiting the Crow Reservation. Leave Graycliff at 2 p.m., crossing the Belt Range of Mountains over the Bozeman Tunnel at about 5 p.m., and arriving at Helena at 12 m. Remain over night.

Friday, September 7th, will be devoted to visiting Helena, the capital of Montana, the U. S. Assay Office and the neighboring gold mines, sleeping in the cars that night.

Saturday, September 8th.—Leave Helena at 6 a.m., and reach the point where the last rails on the Northern Pacific Railroad are to be laid at 9 a.m. The ceremonies will begin at 10 a.m. and end at noon. The train will leave at 1 p.m., reaching Sand Point on Lake Pend d'Oreille at about 4 a.m.

Sunday, September 9th.—Leave Sand Point at 7 a.m., take breakfast on the steamer "Henry Villard." The day will be devoted to a trip over Lake Pend d'Oreille, returning to Sand Point at 7 o'clock P. M. Leave at 8 o'clock p.m., and on

Monday, September 10th, at 6 a.m., reach Wallula Junction. Leave the Junction at 7 a.m., and following the line down the Columbia River, reach Portland, Oregon, 5 p.m. Stay at hotels that night.

Tuesday, September 11th.—Inspection of the City of Portland and vicinity.

Wednesday, September 12th.—Leave Portland at 9 a.m., for excursion over the Oregon & California Railroad, returning to Portland that evening.

Thursday, September 13th.—Leave Portland at 9 a.m., for excursion to Astoria, and back to Kalama that evening.

Friday, September 14th.—Leave Kalama at 8 a.m., reaching Tacoma at 12 noon. Leave Tacoma at 1 p.m., reach Seattle at about 4 p.m.

Leave Seattle 6 p.m., reaching Victoria, British Columbia, during the night.

Saturday, September 15th.—Drive through Victoria, starting at 8.30 a.m., and leave at 11 a.m. Reach Seattle at 5 p.m. Visit Lake Washington if practicable, and leave Seattle at 8 p.m., reaching Tacoma about 11 p.m. Sleep on boat that night.

Sunday, September 16th.—Leave Tacoma 9 a.m., reach Kalama at 1 p.m.; luncheon on the boat. Return leisurely to Portland, reaching there in time for dinner. Sleep at the hotels that night.

Monday, September 17th.—Take the boat at Portland at 9 a.m. for the Dalles, joining the special train at that point; thence proceeding eastward, stopping at Walla Walla en route, and proceeding from there direct to the end of track of the Yellowstone Park branch, reaching there on the morning of the 19th.

Wednesday, September 19th,	} Spend in the Yellowstone Park.
Thursday, " 20th,	
Friday, " 21st,	
Saturday, " 22d,	

Sunday, September 23d.—Leave the end of Park branch, reaching Duluth and Superior on the morning of

Tuesday, September 25th.—Devote the day to an inspection of the harbor and the two cities, and leave that day from Superior via the Chicago, St. Paul, Minneapolis & Omaha Railroad direct to Chicago, reaching Chicago on the morning of

Wednesday, September 26th.—This day will be devoted to an inspection of the Pullman Company's works at Pullman, near Chicago, remaining over in Chicago that night. The guests will leave Chicago on the morning of

Thursday, September 27th, reaching Niagara Falls on Friday morning.

Friday, September 28th.—This day will be devoted to an inspection of the Falls, and return to Buffalo. Leaving Buffalo at 2.30 p.m., the party will proceed to New York, reaching there on Saturday morning, September 29th.

Guests are recommended to wear substantial fall clothing, and to take overcoats and umbrellas or waterproof coats. Trunks can be taken if desired, and guests will be able to get access to them from time to time in the baggage cars attached to the special trains.

THE JOURNEY.

The various sections of Mr. Villard's guests left by special coaches on the Grand Central, Erie, and Pennsylvania Railroads on Tuesday and Wednesday, August 28th and 29th, arriving in Chicago on Friday and Saturday, Aug. 31st and Sept. 1st. The visitors spent the time in examining points of interest in the city, and previous to their departure for St. Paul on the 1st inst., visited the little town of Pullman, near by. At 4 p.m., the party left for St. Paul, accompanied by a deputation of citizens from the latter city, reaching there on Sunday.

The special trains containing the members of the expedition were taken at once to Minnetonka Lake, a beautiful sheet of water in the midst of enchanting scenery about twenty-five miles from St. Paul. Here the party were refreshed and rested at the Hotel Lafayette.

Monday a grand reception was given the visitors by the people of the twin cities, St. Paul and Minneapolis. Business generally was suspended, and both cities very handsomely decorated. The celebration in Minneapolis was a vigorous and striking show of industries. That of St. Paul was the most artistic and beautiful of the two. At St. Paul the visitors were enthusiastically received at the railway station (when they came down from Lake Minnetonka) and taken at once to the Park, where the procession was reviewed. After the procession the visitors were lunched and wine and then shown through the city previous to their departure for Minneapolis.

The news that President Arthur, Gens. Grant and Sheridan, and Secretary Lincoln would also be present at the celebration in Minneapolis had spread far and wide, and trains coming into the city were crowded to their utmost capacity. It is estimated that fully 40,000 visitors were on the streets. The arrival of President Villard and his guests at 1.30 o'clock, at the Nicollet House, was greeted with cheers of welcome. The appearance of President Arthur, Secretary Lincoln, and Gens. Grant and Sheridan, a few moments later, called forth the greatest enthusiasm from the immense throng of citizens and others.

President Arthur's special train arrived from the West at the same moment as Mr. Villard's train, and both parties united in review of the grand procession which took place in the afternoon. At a signal the procession began its march past the grand stand. First came wagons containing reminders of the early days of Minnesota, representative Indians, some seated in birch-bark canoes, log-cabins, early-day stage-coaches, and the inevitable "prairie schooner," containing an immigrant and his family, with their possessions. Then came a wagon filled with baggage, representing the early days of the express business. After these came models, complete to the minutest details, of the Washburn and Pittsburg mills, and wagons containing machinery from the mills. The lumber interest was represented by a number of wagons, the first containing a large log, unhewn and unsawn, and the last a house in process of erection. Many of the vehicles containing machinery were arranged with leather bands attached to the hubs of the wheels, so that the machinery was kept running during the entire parade. Wheat was thrashed and ground and lumber sawed and planed along the whole route. In the line were 14 bands, 15 military companies, 134 men on horseback, 829 wagons, 2,213 horses, and thousands of men engaged in the various flour and lumber mills of the city.

Shortly after four o'clock the Villard party and President Arthur banqueted at the Lyndale Hotel, on the banks of Lake Calhoun. Gen. Washburn addressed Mr. Villard in a neat speech, extending to him and his guests a cordial welcome to the city. Toasts were then proposed, to which responses were made by Mr. Villard, by Gen. A. B. Nettleton, of Minneapolis, and by Herr Von Brun.

In the evening the party partook of a dinner at the Hotel Lafayette on Lake Minnetonka, tendered by the City Council of St. Paul, at which 1,000 plates were laid. Secretary Teller joined the party at this point. The superb repast having been disposed of, the chairman called upon all present to rise and drink to the health of President Arthur—a call which met with a most enthusiastic response. The President then spoke as follows:

"I thank you cordially for your kind greeting. I am glad to take part in these festivities. The great work accomplished which they commemorate may well be celebrated, and well may the residents of your city, which stands at the gateway of that highway stretching far out to the western sea, congratulate themselves as they are about to enter upon a career of renewed prosperity. Coming to you from that wonder land of America, I have traveled a thousand miles by the Northern Pacific Railroad. Nothing I have read, nothing I have ever heard, has equaled what I have seen, which convinces me of the importance of this great enterprise, and that it has not been over-estimated by its most sanguine friends. All honor, then, to the zeal and energy which has given to that enterprise such tremendous success."

Loud applause, followed by three cheers for President Arthur, ensued. Mr. Villard replied:

"I am almost staggered by the weight of the expressions of gratitude you have heaped upon me during the last few days. Already once before to-day, at Minneapolis, I have been compelled to protest that honor was being showered upon me beyond my merit. It was my good fortune to conduct this enterprise, that started thirteen years ago, to a successful conclusion; but there are others who are entitled to a great deal of credit for this success beside myself. Circumstances called me to the direction of the Northern Pacific at a most auspicious period of prosperity. Things could not have been more favorable than I found them. The negotiations for the great amount of capital needed to complete the enterprise had been already conducted to a successful issue by others; but for them success would hardly have been possible; but for them the enterprise would have slept, and but for their patience, their perseverance, it would have been buried out of sight years ago. My success is so far due to my predecessors on the Northern Pacific and to my associates in the directory. I found a living body, not a dead one. I found a body that had been restored to full life by successful negotiations of a loan of \$40,000,000. This was consummated before I became president, and it assured the success of the enterprise." Mr. Villard further said that on the 16th of July, 1881, in an address delivered by him to the citizens of St. Paul, he had ventured to say that the road would be complete to the Pacific Ocean within two years from that date. On the 23d of last month, the promise of two years before was more than fulfilled. [Cheers.] Now that the road is completed, it was incumbent on the management to make it satisfactory to the stockholders and the community, who have long looked forward to the completion of the road as the beginning of an era of great prosperity. He was a great believer in the future of the Northern Pacific, as they were aware but they should remember that a great deal of work yet remains to be done. He was also a believer in the future of the West. We should keep in mind not only the welfare of the stockholders, but of the people living along the line of the road. He said it had been a great satisfaction to him that there were more people believing in the Northern Pacific Road in the Northwest than in Wall Street. [Cheers.]

The Hon. Lionel Sackville West, the British Minister to the United States, replying to the Toast "Our Foreign Guests," spoke in high terms of the usefulness of so great a highway as the Northern Pacific in absorbing into one nationality the different people that are seeking homes in America. Other speeches were made by a number of the prominent guests present. At 12 o'clock that night the party left St. Paul via the St. Paul and Minneapolis and Manitoba Railroad for Fargo, arriving there at 1 o'clock on the 4th. One hour's stop was made, and an enthusiastic reception was given by the people. The town was beautifully decorated, as also was Moorhead, the town on the Minnesota side of the river. At 4 p.m. the train arrived at the Dalrymple farms, where a stop was made. The farmers' depot was covered with sheaves of wheat, oats, and other grains. A grand arch of grain spanned the track, and a pavilion of the same material was erected near by.

The Villard train reached Bismarck, the capital of Dakota, during the night of the 4th inst. While the party was disembarking on the morning of the 5th inst., Rufus Hatch's excursion train came in from the West with all his guests on board. A procession formed at 8 o'clock to march to the Capitol grounds, where the ceremony of laying the corner-stone of Dakota's capital was announced to take place. At that hour the streets were already filled with decorated carriages and fully 3,000 persons were assembled. The Villard party was taken possession of and escorted to the grounds, where no time was lost in preliminaries. Governor Ordway, in addressing President Villard and his guests, said that upon him devolved the agreeable duty of welcoming them to Bismarck, the capital of Dakota, the largest and most prosperous Territory in the Union. Governor Ordway

then sketched the history of the Territory, to which Mr. Villard responded in fitting terms.

When the stone was properly squared and laid, the Governor spoke as follows:

"Now that the stone is well and truly laid, may I ask you all to join with me in the hope and prayer that this edifice may be successfully reared as planned; that it may be the pride of the people of Dakota; that it may soon be the capital of a sovereign State; that it may be the seat of wise legislation and of all the blessings of justice and liberty that are the birthright of American freemen."

Governor Ordway next presented the German Minister, Baron Von Eisendecher, with an engrossed copy of the resolutions of the citizens of Bismarck in honor of the German Chancellor, for whom the city is named. Baron von Eisendecher, in reply, expressed his thanks. William M. Evarts was introduced and spoke briefly. There were calls for General Grant, and that distinguished guest stepped to the front and said:

"LADIES AND GENTLEMEN:—It is with some reluctance that I respond to your kind request. As you are aware from your reading, when I get to talking before a crowd I scarcely know when to quit. [Laughter.] I am sure, were I to stop and tell you of my feelings and the sights I have seen, the train would not get off on time. I never set foot in Dakota till yesterday. I had heard much of your country, but I was not prepared to see what my own eyes have witnessed. With Mr. Evarts, I predict for you a prosperous future."

Remarks were also made by Carl Schurz, by Carter Harrison, and by Secretary Teller. Mr. Villard then introduced Sitting Bull, whose speech was translated to the assembled thousands by the Government interpreter. The ceremonies were concluded by Mr. Villard, who, in a few words, expressed his pleasure at being present, after which he and his party proceeded to Livingston.

Leaving Bismarck, the train crossed the great bridge over the Missouri River, which was reached after a trip of about two miles. Every town, no matter how small, extended a welcome to the travelers. All the towns along the route were decked out with flags and banners, and specimens of grain. At many places large bouquets were made up of freshly-gathered wheat and given to each of the party. The Bad Lands were reached a few miles east of the Little Missouri River, where the trains were stopped long enough for the visitors to take a short ride on ponies over the country.

Mr. Villard's party reached Livingston at 10 p.m. on the 6th inst., where a stop was made for the night. At 8 o'clock on the morning of the 7th inst., the first section of the party left Livingston, the rest following at intervals of half an hour.

A portion of the excursionists arrived at Grey Cliff in time to witness a war dance of the Crow Indians, in which 100 performers took part. The town was alive with Indians, and it was estimated that no less than 2,000 were present.

At Bozeman there was a fine display of mineral and agricultural products. A handsome reception was given Mr. Villard and his guests. After leaving Bozeman, the Villard train made the ascent of the Belt range of mountains in safety. The sections of the trains were subdivided, and three locomotives attached to each. The distance is five miles, and the grade 215 feet to the mile. (At that point the Bozeman tunnel, which will obviate the necessity of such difficult and expensive lifting, was being constructed.)

An enthusiastic greeting awaited the party at Helena, where it arrived late in the afternoon of the 7th inst.

THE LAST SPIKE DRIVEN.

The Northern Pacific Completed.

THE CEREMONIES NEAR MULLEN PASS—SURPRISE OF THE FOREIGN GUESTS.

GOLDEN SPIKE, Northern Pacific Railroad, Mont., Sept. 9th.—The last spike on the Northern Pacific Road was driven this afternoon on the Pacific slope of the Rocky Mountains, 2,500 miles from the Atlantic Ocean, and 800 miles from the Pacific, and 91 years after the idea of a highway from the lakes to the Pacific was first suggested by Thomas Jefferson.

The spot where the rails met was Last Spike, 50 miles west of Helena and 30 miles west of the

Grand Divide, from which on one side, the rain runs down to the Gulf of Mexico and the Atlantic and from the other side into the Pacific Ocean. Here Independence Creek enters the Hell Gate or Deer Lodge River, four miles above Gold Creek, the scene of the placer excitement of 1863, and crosses the track on its way to the Pacific Ocean through Lake Pend d'Oreille and the Columbia River.

Three thousand people, besides the 400 distinguished guests who came with Mr. Villard, stood in the grassy meadow, overlooked on the east by the main range of the Rocky Mountains, with a sight of Mount Paul with its white head and the Big Hole ranges. Green willows and cottonwoods fringed the meadow, and the wind blew in their faces from the Pacific. The valley is so civilized that the inhabitants have not for five years had to run from the Indians. Parks, like slopes of interspersed forest and meadow; foothills rolling away to the Bitter Root Mountains, and dotted with pine, fir, spruce, and cedar: farms and houses in the verdant valley, and glimpses of ranges where bear, elk, moose, and mountain goats are still found in plenty, made up the scene for the ceremony. All were surprised at what they beheld. Instead of the wilderness of the Rocky Mountains they saw a fine pavilion capable of seating over 1,000 persons, over which floated the national colors of the American, German, and British nations. In front, reaching to the road-bed, was an extensive promenade, skirted by a platform with comfortable seats. To the right was a band-stand and on it were seated the Fifth United States Infantry Band, which was to entertain the spectators, and which had come all the way from Fort Keogh. Next to Mr. Villard were seated his family, his wife the daughter of William Lloyd Garrison, his daughter, 15 years old, two boys of 13 and 11, and a transcontinental baby, 3 months old, brought all the way from the seashore to be present at its father's triumph.

As soon as the last of the guests arrived the ceremonies were opened by President Villard, who divided the attention of the enthusiastic multitude with General Grant, who was seated on the platform. Mr. Villard's address was received with applause. He then introduced the orator of the day, ex-Secretary Evarts. His address was heartily applauded. Music then followed, after which Mr. Villard, in a few words, introduced Secretary Teller, who spoke on the great energy and capital required to complete the various transcontinental lines and their practical benefit to the nation. This enterprise of the Northern Pacific Company, he said, along whose lines there will be in a few years 9,000,000 of people, cannot be called local in its character. It was more than national; it concerns the welfare of other people. It now remains for the managers to justify in the future the wisdom of the Government in what it has done, and that they will do if the policy announced by President Villard is carried out. He was followed by ex-President Billings, and then remarks on behalf of the foreign guests were made by the British Minister, Sir James Hannen, the German Minister, and Dr. Kneiss, of the Berlin University. Sir James said the English visitors were filled with wonder and admiration by the sights of this magnificent country, and its institutions. Mr. Villard was a person about whom their warmest sympathies and gratitude for this splendid hospitality could well cluster. "We have had the happiness," he continued, "of seeing what manner of man he is. We have been able to see in him the qualities which have earned for him the confidence of those who have been associated with him throughout his life, and we shall now carry back the recollection of having known a real man. It was a happy thought that the representatives of the countries which have contributed the population

to the American nation should be present on this most extraordinary occasion. It fills me with wonder and awe to see the prosperity which has advanced with such rapid strides and which has at once reached the highest development of civilization."

The German Minister, Herr von Eisendecher, was then presented. He expressed the hearty good wishes of his fellow-countrymen for the enterprise.

The Governors of Wisconsin, Minnesota, Dakota, Montana, Oregon and Washington were severally introduced and made brief and appropriate remarks. The Governor of Idaho was absent on account of sickness. There were loud cries for Gen. Grant, and he came forward. He said he was reminded by the speeches to which he had listened of the fact that he had something to do with the great Northern Pacific enterprise. When Gov. Stephens, 30 years ago, organized his surveying expedition, the speaker was a Lieutenant, acting as Quartermaster and Commissary on the Columbia, and he issued the supplies for the expedition. Was he not, then, entitled, he asked to some of the credit which had been apportioned out to others? He added that the inter-colonial railroads would have amounted to little but for the men who, after the war, sought the Territories as fields of enterprise. They had made these railroads possible and prosperous. At the conclusion of General Grant's speech three rousing cheers were given. The foreign guests were then given seats on the platform by the railroad, when a photograph was taken of them, Mr. Villard and family, and the most distinguished Americans. After that a horse that helped to build the road from its inception was brought upon the platform. Then 300 men with brawny arms quickly laid the iron and drove the spikes on the 1,000 feet of uncompleted track, except the last spike. When nearly completed a cannon salute was fired by the detachment of the Fifth Infantry present.

Mr. Villard handed the sledge to H. C. Davis, now the Passenger Agent of the Manitoba Road, who drove the first spike on the Northern Pacific, when that road was begun in 1870, and had therefore been selected to drive the last. The spike was not a golden one, but was the same as Mr. Davis drove in 1870. As Mr. Villard gave the word to Mr. Davis to drive the spike, one saw a man large in every physical dimensions, as in his plans. A high, bulging forehead, a domelike top head, clear, blue open eyes, a large and long, but not sharp, nose, a grizzly moustache overhanging a firm mouth and strong chin, a face without any guard kept over it, a restlessness of body, face and hands, large, bold, broad shoulders, long limbs, and big trunk made up Henry Villard. The newspaper men—close observers—remarked on the absence of sinister lines in his face. He is 48, and looks neither younger nor older than that. There are no visible prints of care on his features. He moves and speaks like a man who did not need steam, because his ordinary temperature was equivalent to the working heat of other men. He speaks with ease, but not fluently, with no appearance of reciting a piece, and none of the efflorescence of speech of the "boomer."

When Mr. Davis had finally sent the spike "home" the crowd dispersed, as the sun was setting behind the mountains. The enthusiasm of the audience, variously estimated at from 3,000 to 5,000, was indescribable. The heights reverberated to the mingled sounds of Cave Cameron and the shouts of men. "A new task is before Mr. Villard," said David A. Wells. "He must now show that he can make money as well as spend it; administer a railroad as well as build one."

When the ceremonies were over, the trains were reformed and the guests departed, the English and part of the Americans, including George M. Pull-

man and Vice-President Harris, to the East, the rest westward to Puget Sound.

THE ADDRESSES.

Address of President Villard.

It is my agreeable duty and very great pleasure to offer a hearty welcome to this distinguished assemblage on this memorable occasion, and in these remarkable surroundings. To you, the Representatives of Foreign Nations, the Members of the Executive, Legislative and Judicial Branches of the United States Government, the Governors of States and Territories, the Representatives of the European and American Press, and our guests from abroad and at home, generally, to you, one and all, I beg to offer, in the name of the Northern Pacific Railroad Company, profound thanks for your kind presence and participation in this, the most important event of our corporate existence. Our work means the conquest of new fields for general commerce and industry. It creates a new highway between Europe, America and Asia. The population of the States and Territories traversed by our road is largely made up from the European nationalities represented here. We deemed it fit and proper, therefore, to bid, so to speak, both the old and the new world to this celebration, or, in other words, to arrange a sort of International Festival. Many of you have crossed the ocean, and all have traveled great distances, in order to be with us to-day. Be pleased to accept my assurance that we gratefully appreciate your sacrifice of time and comfort. In return, we earnestly wish to do our guests all possible honor and to give them all possible pleasure, and we trust that this transcontinental journey has been, and will be, an unalloyed enjoyment to them. We hope, moreover, that as in this hour a new and indissoluble bond will be formed between the countries to the east and to the west of these Rocky Mountains, this gathering may also strengthen the ties of good will and friendship between the Republic of North America and the parent countries of Europe.

Thanks to the foresight of President Thomas Jefferson, well nigh four score years ago, Lewis and Clark toiled through these mountains as the first explorers of Anglo-American origin, and lifted the veil that hid from civilized mankind the regions watered by the Upper Missouri, the Yellowstone, the Columbia and their tributaries. The exploits of these gifted and fearless men were the rich germ, the fruition of which we celebrate this day.

More eloquent lips than mine will describe to you the long and singular, but interesting process of evolution, by which our enterprise slowly grew out of the discoveries then made with so much courage and intelligence. They will tell you how the record of these discoveries first gave rise, as long as nearly half a century ago, to prophetic visions of a transcontinental railroad along Lewis and Clark's route, and how, within ten years after these visions were first embodied in print, they filled the mind of one man with such fire of enthusiasm as to move him to go forth, like another apostle, and to spend the best years of his life and all he possessed in the propagation of his faith. You will learn how in the end he became a martyr to his belief, but how the project of a railroad to the Pacific, despite the failure of its first prophet, made converts, spread widely and grew into popularity, until it finally attained to the importance of a leading public question and object of national legislation.

You will be shown how the northern route, which at first was the only one thought of, gradually lost prestige, and other routes took prominence. You will see the quaint figure of an honest visionary appear upon the scene, first as the promoter of an odd illusion, and next as the moving spirit in the formal birth and christening of our enterprise through the congressional charter of 1864. You will hear that the charter failed to give real life to the corporation, owing to certain abnormal features engrafted upon it, and that it passed eventually to the control of wise, experienced and influential men, but who, however, also failed at first to attract the needed capital until those features were eradicated by congressional amendment.

Then the brilliant episode in our history will pass before you, in which an able, bold and resolute man was the central figure, to whom, most of all, the company owes its practical existence. You will be reminded how the hopeful brightness of that period was eclipsed by the black darkness of the cataclysm of 1873. Our fabric seemed then to be lost in a bottomless pit. Yet an entire resurrection followed, owing to the inherent vitality of the prostrate body, and to the resolute application of the heroic remedies of foreclosure and reorganization.

There was no immediate restoration to very active life. Years of slow recuperation followed, until the advent of the extraordinary revival of commerce and industry generally, and of railroad undertakings, especially, in the years 1879 and 1880. The sagacious men who then directed the company's affairs saw their patience rewarded, and the time ripe once more for the resumption of construction work on the road.

They began cautiously, seeking what was possible rather than what was desirable. All at once, Fortune smiled with intense radiance upon the company. A financial alliance with a great syndicate was formed. Its conclusion meant nothing less than the assurance of all the capital required to complete the road, and thereby the end of all uncer-

tainty in the prospects of the company—a leap, in short, into assured success.

With a flood-tide in the company's treasury, there arose not only the possibility, but the necessity, of pushing the construction of our transcontinental line with the utmost energy. I hope I may be permitted to say that we have striven to do our full duty, and to obtain the greatest effort of which human brain and muscles, stimulated by unlimited capital, are capable, in a given time and in a stated direction. Work on the main line was first resumed on the west bank of the Missouri River, in the spring of 1870, and at the confluence of the Columbia and Snake rivers in the fall of the same year. The distance between the two starting points was 1,222 miles. The 217 miles from the Missouri to the Yellowstone were completed in June, 1881; the 225 miles from the Columbia to Lake Pend d'Oreille in November, 1881. The completion of the 340 miles of the road in the Yellowstone Valley took seventeen months. The 194 miles up the gorges of Clark's Fork to Missoula, nineteen months; from the head of the Yellowstone Valley to Helena, and thence to this junction, nine months. Thus, the first 442 miles of the total mileage to be completed—that is, the Missoula and Pend d'Oreille divisions—were finished in two years and eight months, while the other 780 miles were completed in less than two years. In this time, the great structure of the Bismarck Bridge was also erected. The continuation of the main line down the Columbia for a length of 210 more miles by another company to Portland, and a thousand additional miles of lines of branch and allied companies, were finished. Now these figures are easily quoted, and apparently speak a very simple language. But their true meaning goes far beyond the mere space of time and mileage of completed road they indicate. They form a great sum of human patience and perseverance, energy and bravery, hardship and privation. They express long and hard tests of the power of human ingenuity and endurance in a mighty struggle of mechanical and manual force against the direct obstacles of primitive nature. They mean a painful record of bodily suffering and loss of life by disease and accident. You have seen enough of the work to form an idea of its difficulty, its vastness, its costliness. You have the testimony of your own eyes that this highway had to be carved, as it were, out of a very wilderness where we found nothing to help us—no labor, no food, no habitations, no material, no means of transportation. You see the evidences of triumph over every hindrance. But you perceive only finished results; the dramatic incidents of their achievement are not disclosed to you. Rolling along smoothly, merrily and luxuriously over the line, how can you know that the bridges over which we pass were built while the subdued rivers were hidden in ice, or swollen to perilous depth and turbulence?—that defiance was hidden to the seasons, and the pick and shovel kept flying, though the way had to be cleared through thick crusts of snow, and on frozen ground thawed by fires?

I have not said all this in a boastful spirit, but solely in order to give proper credit where it belongs for the great deed now well nigh done, and thus discharge, by this public acknowledgment, as much as possible, the heavy debt of gratitude that weighs upon me.

Let me then own, on this solemn occasion, that our edifice could have never been reared but for the liberality of the people of the United States, acting through the Federal Government, in providing a solid foundation in our land grant; for the devotion and sagacity of the men who steered our craft in the days of distress and danger; for the generous forbearance of our stockholders, the confidence of the public, the powerful help of financial allies; and last, but far from least, for the ability and faithfulness of the officers and employees of the company, and for the myriads of honest toilers who earned their bread in the sweat of their brows for our benefit.

And thus we are permitted to-day to behold this mighty task as all but finished. It was my proud privilege to exercise the chief direction over its later stages. No light duty it was, but wearisome, and brain and nerve exhausting. Still, its very grandeur inspired the will and the power to perform it, and there was comfort and elevation in the thought that we have built what cannot perish, but will last to the end of all earthly things. Let us hope and pray that as this great work of man will stand forever, it may also forever be an immortal honor to its founders, a noble monument to its builders, a permanent pride and profit to its owners, and, most of all, an everlasting blessing to man.

Address of Hon. Wm. M. Evarts.

Mr. President Villard and Gentlemen, our Fellow Citizens and Foreign Guests: I shall find it easy to conform, for my share of it, to the distribution of the entire time which has been accorded for the striking ceremony, to mark the date and place of the completion of this great public work. Your own address of welcome, Mr. President, has recalled to attention the principal steps and methods by which this noble consummation has been reached, and the eminent gentlemen who are to follow me will illustrate, from every point of view, the magnitude of the achievement, and give eloquent utterance to sentiments of admiration for the great qualities and congratulation upon the fortunate influences which have secured the result—sentiments which I see, as I look around me, swell every breast and brighten every eye. Indeed, I am very glad to feel that thus placed between what has gone before and what is to come after,

my short speech may be fairly treated as a mere parenthesis, which, the grammarians tell us, may always be omitted without injury to the sense.

It is true, if I were to make the very briefest allusion to the manifold interesting incidents, if I were merely to touch upon even the many great things which have marked the progress of this enterprise through all its vicissitudes to its final success, if I were to exhibit only its most notable contests with and triumphs over the difficulties and obstacles which nature—human, alas! as well as material—put in its way, I should transcend all limits of time and your patience before I had got as far as Helena, starting at either end. But of such enlargement, even, the subject has no need. In all the long route from St. Paul to Portland and Puget Sound, the work has spoken and will speak the praises of its conception, its projection, its completion, in more impressive tones, and with a juster emphasis than words could express. If I can only run a single furrow through the wide field of observation and illustration open before us, if I can barely mark the bright track of prophecy, faith and works which have wrought out the grand consummation, the demands of the occasion, I cannot but feel, will be quite satisfied.

I have spoken of prophecy, faith and works as all contributory to the success of this enterprise, and so, indeed, they have been. Neither of them could have been spared from this, or from any weighty and imposing task of human endeavor. Forecast, confidence and labor will accomplish whatever is within the compass of man's power. Let us consider a little the part they have each played in the work complete, which now, in our presence, its builder, the Northern Pacific Railroad Company, has "crowned with its last hand."

Fortunately for us, neither English or Spanish explorers of the west coast had discovered the mouth of the Columbia River before our independence was established. Fortunately, also, after that event, though both the English and the Spaniards continued their explorations on that coast, it was a New England trading captain, Robert Gray, of the ship "Columbia," that first penetrated the mouth of this river, to which he gave its name, and verified and recorded it as a discovery which, under the rules then prevailing, carried to his country the sovereignty of the region drained by the river and its tributaries. The accurate and circumspect entry made in his log book by this intelligent New England shipmaster, was the title deed of the United States to the region embraced in the State of Oregon and the Territory of Washington against subsequent claims of discovery made by Great Britain and, in some sort, by Spain. It was upon this title that we maintained a footing of joint occupation with Great Britain, and, finally, by the treaty of 1846, of exclusive title up to the division line of the 49th parallel. By the Treaty of Washington of 1871, under the arbitration of the Emperor of Germany, our construction of the division line in Puget Sound and the communicating channels was established. Until the acquisition of California, as the result of the Mexican War, this region was our sole footing upon the Pacific Ocean, and this excited the interest and ambition of the nation for an overland communication with this remote and unpeopled possession. Immediately upon the Louisiana purchase in 1803, the forecast and energy of Jefferson was shown in the project of the survey of the vast wilderness intervening to discover a practicable route for migration and traffic. Congress voted the money for an expedition to trace the Missouri to its source, to cross the highlands, and to follow down the water-courses to the Pacific Ocean. Lewis and Clarke executed this task. Starting from St. Louis in May, 1804, they wintered fifty miles above the present town of Bismarck, and came in sight of the ocean on the 7th of November, 1805. Commencing their return in March, 1806, they reached St. Louis in September of the same year. Thus, under instructions drawn by the hand of Jefferson himself, the route now occupied by the Northern Pacific Railroad was opened to the attention of the people of the United States, and has from time to time engaged their interest till the dream, the prospect, the project and the effort have ended in the work here and now. Henceforth the transit from the Mississippi to the mouth of the Columbia, and the return will be made in nine days for the round trip, which occupied the first explorers two years and a half.

The prophecy and advocacy of a railroad to our Pacific coast possession, to the Columbia River and to Puget Sound, followed close upon the first introduction in this country of this system of traffic and travel. As early as 1834, when the arrival or departure of a railroad train had still something of a novelty even in Boston, a village physician in Western Massachusetts, Dr. Samuel Barlow, the father of Mr. Barlow, of New York, well known on both sides the Atlantic as an eminent solicitor, pressed upon the attention of his countrymen, in articles showing great forecast and sagacity, the vast importance and the clear feasibility of such an enterprise as that whose completion we this day celebrate. He writes in 1837: "My feeble pen would fail me to expatiate on the substantial time-enduring glory which would redound to our nation, should it engage in this stupendous undertaking." Dr. Parker, a distinguished missionary to the Oregon Indians, who had repeatedly traversed the route, in 1833 to 1835, asserted that there was no more difficulty in such a railroad than in one between Boston and Albany, and prophesied that the time was not distant when tours would be made across the continent as they were then made to Niagara. Willis Gaylord Clark, in 1836, in an eloquent exposition of the subject in a leading magazine, asseverated that "the

reader is now living who will make a railroad trip across this vast continent." Penetrated with this feeling, the missionary, Whitman, in 1842, started on a winter journey to Washington across the Rocky Mountains to awaken the State Department to the movements going on, in British interests, to alienate from us our Oregon possessions. Under this impulse diplomatic negotiations were pushed and guided till the treaty of 1846 drew the boundary line between the two nations, and terminated the joint possession. Thus, all the early instincts and aspirations for this transcontinental connection fastened themselves upon this northern route. The spread of knowledge and zeal in the minds and hearts of our countrymen had to do with this project and no other.

But the acquisition of California, the discovery of its till then hidden gold, the absorption of people and Government in the terrible struggles between freedom and slavery for the occupation of our new domain, and, finally, the civil war, aroused new motives and new arguments which urged irresistibly the transcontinental connection, but diverted the first compliance with the political, military and popular exigencies from the Northern to the Southern and Central routes. Thus, once more in human affairs, the last was made first, and the first last. During this period, however, the agitations of the subject before Congress and in public meetings by Asa Whitney, the convention at Chicago in the spring of 1849, and at St. Louis in the fall of that year, the vehement and persistent propagandism of Josiah Perham, all had to do with this Northern route, and the feeling and interest thus awakened and developed, with this object were, no doubt, easily transferred to the service of the other routes, when paramount motives gave them the precedence. In 1853 Congress made appropriations for the exploration and survey of all the proposed routes, and a valuable and adequate exposition of the Northern pathway across the mountains was secured. The survey from the East under the charge of Governor Stevens, and from the West conducted by Captain McClellan, met near the point where we now stand, and these surveys have furnished the basis upon which the calculations and combinations, corporate and financial, ever afterwards proceeded, till the point was reached when actual construction needed to be provided for.

On the 2d of July, 1864, the bill for the construction of the Northern Pacific Railroad was signed by Abraham Lincoln. The enthusiasm of Perham, which anticipated a rush of his countrymen that would bring, if need be, a million subscribers for \$100 of the stock apiece, induced the insertion of a clause in the Act prohibiting either the issue of bonds or the creation of a mortgage in aid of the construction. This financial folly, and much time and labor spent in trying to obtain from Congress a very moderate aid by the Government, in the shape of a guaranty of interest for a limited period, held the whole enterprise in abeyance till, in 1870, the obnoxious section was expunged from the Act, and some other beneficial provisions inserted, and the Company took the resolution to build the road on the faith that capital would show in the enterprise itself, and in the prospective value of the Government land-grant should the construction be carried through.

Perham's popular subscription having proved wholly abortive, his organization of the company was transferred to one made up in New England in December, 1865, of which Governor J. Gregory Smith, of Vermont, became the President. The financial agency of the enterprise was offered to, and after careful examination and a new survey, accepted by, the eminent bankers, Jay Cooke & Co., then in the highest repute from their wonderful administration of the immense Treasury transactions in the issue and distribution of the bonds of the United States.

The wisdom of the selection of this eminent financial agency and the immense enginery at its command were quickly demonstrated. During the years 1870 and 1871, the Company received nearly \$30,000,000 from the sale of its bonds conducted by Jay Cooke & Co., and the money was rapidly applied to the actual building of the road. The source of supply, however, proved not to be perennial nor inexhaustible, and the Company was pressed for funds in the summer of 1872. A change then took place in the presidency. The financial outlook for the enterprise became less and less encouraging, till this gloom spread over all our affairs, and the general panic of 1873 swallowed up the Company and its financial agents in the common insolvency. But this brief period of plenty and prosperity was well employed. Never was the prudence of making hay while the sun shines more clearly illustrated. In this period the road was built from the East to the Missouri River, and on the West between Columbia River to Puget Sound. Upon this firm basis, as the *pou sto* of Archimedes, the skillful engineers of the Company's present prosperity have lifted the heavy globe from the cataclysm in which it was engulfed, till now it blazes upon our eyes, "*totus in seipso, teres, atque rotundus*."

General Cass succeeded Governor Smith as President, and skillfully nursed the energies of the enterprise during the inglorious period of its eclipse. He became its Receiver upon the decree of bankruptcy in 1875, and, through the actual cautery of foreclosure and sale, the property became vested in the present reorganization, under the honest, generous, substantial and successful scheme of conciliation between the disappointed interests of the past and the hopeful interests of the future, known as the "Billings" plan. This eminent gentleman, who unites the unusual distinctions of credit as a lawyer among lawyers, and a financier among financiers, became a Director in the Company in 1870, and has continued in its management ever since, succeeding Mr.

Wright, of Pennsylvania, in 1879, and succeeded by Mr. Villard in 1881, as President, after a temporary occupancy of the place by Mr. Barney. As Mr. Billings dates his connection with the Company from before the deluge, he will be able to correct the impressions of any, who, in the glorious sunshine of to-day's prosperity, may imagine it was not much of a shower.

The restoration, however, of financial confidence and strength, was by no means immediate or unchecked. The preferred stock after the reorganization commanded only twenty-five or thirty-cents on the dollar in Wall Street, and at one time fell to \$3 a share, and the common stock to \$1.50. Appeals to Congress to aid its securities by guaranty of interest were again resorted to, and again refused. But in the meanwhile, the good management of the fragments of completed road showed net earnings of some \$900,000 in 1876, and some \$500,000 in 1878. This kept alive the organization, and confirmed confidence. The merits of the route, and the value of the lands when the road should be finished were courageously relied upon by the experienced and able men who put their own fortunes in the enterprise, to attract the confidence of capital, and give credit to the bonds and value to the stock of the road.

And, now, the flood of the tide of financial prosperity of the whole country floated this enterprise which its ebb had left stranded. The resumption of specie payments by the Government in 1879, the rapid conversion of the public debt into 4½, 4, 3½ and 3 per cent. securities, the rapid reduction of the debt itself, set at liberty great amounts of capital for participation in the active employment of money. These stupendous transactions of the Treasury at once compelled and attracted immense investments in well-founded enterprises of industry and trade in a country which emerged but fifteen years from a civil war—whose sacrifices of able-bodied producers, and of accumulated wealth had never been equalled—appalled its creditors by paying its debts, and impoverished its lenders by the reduction of interest they submitted to, to escape the payment of the principal. Just, and well tried confidence in the character no less than in the ability of the sponsors for the ultimate outcome of the outlay—I mean of the eminent men who have conducted and are conducting the affairs of this Company—has formed the controlling, the unfailing, the indispensable element in that faith among men which has supplied the means for this completed structure. To you, Mr. Villard, and to you, Governor Smith, to you, Mr. Billings, and all the other presidents, present or absent; to you, and all others who have felt your arms lean on them for support, this day crowns your labors, and we, your fellow citizens, and these foreign guests, applaud your triumph.

I cannot stay your train to unfold the manifold qualities in the management of this enterprise, which deserve illustration, but I may insist for a moment upon a few principal traits. I cannot discover that there has ever been engrafted upon this enterprise any construction company to suck the prosperity that belongs to original growth. I do not perceive that excessive rates, either of interest for money or of payment for labor or materials for want of money, have imposed upon the enterprise burdens disproportionate to the values which its debentures or its stock fairly represent. I do not find any just ground for complaint in political or popular estimate, that the United States has burdened its revenues with subsidies which, for the public interest, were unnecessary or excessive, for, from the beginning to the end, the enterprise has not received a dollar from the public funds. I find no fair ground for cavil at the land grants of the Government along the route, as improvident or showing no adequate return of value either to the Treasury or to expectant settlers on the public domain. Even if we look at the Government in the mere light of a private proprietor, who will not himself incur the expense and the risks of opening communication between his unpeopled wilderness and the land-seeking population, we find the Government, without a dollar of outlay, made more than whole for the lands it has parted with, by the enhanced selling value of its wide domain. But when we consider that the future settlers on the Company's lands, as well as in the reserved public lands, forever contribute to the tax-paying wealth of the people, and the strength and power of the nation, we see that there is no sensible analogy between the interest of a private person in the ownership of land, and that of the Government as an administrator, for the general welfare of the public domain. And, finally, the settlers who will follow your track, and at once find their frugal means and their farm products at no disadvantage from distance or isolation from market, but on a level with all the world, will easily understand that, but for the wise liberality of the Government in this matter of railroad communication, either the lands would have remained inaccessible to agricultural settlers, or would not have been worth their acceptance, as a gift, with a bounty besides.

The Northern Pacific Railroad thus completed, has, Mr. President, through your seasonable and successful connection of its system with the well developed and fully operating scheme of the Oregon Railway & Navigation system, by the firm ties of justice and interest, been secured against vicissitudes and disasters to which, with less prudence and less good fortune, it might have been exposed. It is not, then, merely upon the continuous track that you have just established, but, also, upon the united and impregnable chain of travel and traffic between the Pacific and the Atlantic coasts, that your Company to-day looks with satisfaction and your guests offer their congratulations.

Mr. President and gentlemen, the magnitude and rapidity of the recent strides of our country's progress in material development, dwarf and belittle the steps in our advancement which we used to consider with complacency and admiration. Less than forty years ago, as lately as the year 1847, in the little State of New Hampshire, the energy of its people, allied with the wealth of Boston, had pushed their Northern Railroad over the ridge of highlands which divide the narrow-bottom lands of the Merrimac from the wider valley of the Connecticut. The opening of this section of the road, from Franklin to Grafton, was an occasion of great exultation, and a distinguished company of the solid men of Boston had come up from that city, in a forenoon, to meet the gathered citizens of New Hampshire in a grand celebration. The road traversed the farm of Mr. Webster, and he took part in the pride and pomp of the occasion. Magnifying, as an orator should, the greatness of this triumph over the obstacles which nature had interposed, and over time and space, and portraying the advantages which were to flow from it, without the least sense of hyperbole, he exclaims, "Fellow citizens, can we without wonder consider where we are and what has brought us here?" How vast all the dimensions and proportions of the completed enterprise we now applaud, seem by the side of the achievement, which the great orator and statesman of our country thus proudly commemorated, to these sober-minded New Englanders, as a wonder! This last achievement of the intelligence and energy of our people climbs over the lofty range of mountains which divides the waters of a continent between the two great oceans of the world. It binds together by one more indissoluble bond the destinies of a great people who look from the windows of their habitation upon the horses of the sun as they rise from the storm waves of the Atlantic, and again when they quench their fire in the smooth waters of the Pacific. It forms one more portage for the water-borne commerce which plies between Europe and Asia. It brings new fields to tillage adequate to feed tens of millions, under whose healthful and happy toil their seedly time and harvest shall never fail, and tens of millions more, less fortunate, who crowd the workshops and the factories, the cities and the mines of Europe and America in this age of industry. It will help to assuage inequalities of nature and disparities of fortune among our own people, and to spread peace, plenty and prosperity to other nations. Nor does it lessen our gratitude and gratulations that this is not the first, and that it will not be the last, that this wide land of ours witnesses on the same great scale of effort and beneficence.

As our flying footsteps leave these heights of moral and natural vision, I am sure this company will feel this occasion was not unworthy of an assemblage which the Secretary of the Interior honors with his attendance and the illustrious soldier, after following his own fame around the world, finds attractive in its interests; to which the Ministers of the Powers of Europe lend the favor of their countenance, and which collects so many eminent men of our own country and of the old world to assist in this international celebration.

Address of Ex-President Frederick Billings.

There were brave men before Agamemnon. There have been transcontinental roads before this one. There have been last spikes and last spikes, but there never was a more significant last spike driven on the continent than this one; never one which had more work and faith behind it; never one with a greater future before it. It has been a long way up to it. It is more than forty years—a longer period than the children of Israel were wandering in the Wilderness before reaching their Promised Land—since I heard Asa Whitney discourse on a Pacific Railroad before the Legislature of Vermont. It is thirty years since Congress authorized surveys for a practicable and economical railroad route from the Mississippi to the Pacific Ocean. It is more than a quarter of a century since I heard Governor Stevens discuss this identical Northern Pacific route before an audience in San Francisco. It is nearly a score of years since this road was chartered. It is thirteen years since its first spike was driven. And this long way has at times been a very dark one. It was a gigantic undertaking, and had peculiar difficulties.

The Union and Central Pacific was a child of the war. In that crisis public sentiment demanded that the Eastern and Western parts of our country should no longer be connected simply by way of Cape Horn or the Isthmus, but by a railway right across and right through the heart of our own territory. And that line had almost the Government Treasury behind it, and it followed a well-known trail across the continent, and ended in the rich California at the Golden Gate.

The Atlantic and Pacific route on the thirty-fifth parallel by Santa Fe was familiar to emigration, and had been advocated by Senator Fenton and others for years. The Texas Pacific, on the thirty-second parallel, was the one recommended in 1855 by the then Secretary of War, Jefferson Davis, who claimed it to be the best of all routes according to his interpretation of the Government surveys.

The poor Northern Pacific had no such lodgment in the public thought. There was no trail across the continent here. Emigrants to Oregon, even went by the Central route. This was called a region of desolation. It was in everlasting bondage to snow and ice and sterility. It belonged to the

wildest of Indians and the North Pole. Though it started from Lake Superior, how few thought anything of Lake Superior. It was out of the world! How brief a time is it since Procter Knott convulsed a continent by deriding Duluth as the zenith of the unsalted seas. And though the road went to Puget Sound, the magnificent Northern Mediterranean Sea, what was Puget Sound? Why, will you believe it—it is said that but for the marvelous trip of the missionary Whitman across the continent and his appearance in the State Department at Washington to make known that imperial Pacific Northwest—all that region north of the Columbia River might have been lost to this country in the Ashburton Treaty.

With all this dense ignorance of this northern belt, and denser prejudice, and hardly any human beings on the line save fierce Indians, and here and there a few soldiers shut up in forts, and with no Government subsidy—how was this road to be built? To be sure it had a land grant, to become of immense value in time. But how many at first believed it good for anything? Besides, if it had actual value, it practically could have none till the road was built, and the lands were made accessible. But even this land grant had, for a good deal of the time, been put under a sort of cloud by guerrilla attacks in Congress, which, thank God, never succeeded. The majorities of both Houses of Congress and all the Presidents, from Abraham Lincoln, who signed the charter, to the present graceful Chief Magistrate, who has passed upon and accepted so many miles of the road, have stood by the Company in its rights. And from first to last the Company has had the firm and invaluable friendship of the great soldier statesman, President Grant, who makes this memorable occasion still more memorable by his presence.

But this is no time for historical details. The great fact is that the road is built. It has taken faith and time, and pluck and patience, and hard work, with weary days and sleepless nights. It took line upon line, and precept upon precept, until there is an immense Northern Pacific literature to educate the world, step by step, up to the situation. At last capital took courage through the enthusiastic, big-hearted Jay Cooke, who is entitled to a great share of the honor of the event we celebrate, and the work was grandly begun on both sides of the continent. Then bankruptcy engulfed Jay Cooke, the road, and pretty nearly everybody and everything else. That was ten years ago this very month. But after awhile the enterprise was cleanly brought out of insolvency, with everybody's rights preserved, and Jay Cooke, as we all rejoice to know, came, too, out of bankruptcy, and is to-day swelling a new fortune.

The faithful friends of the road stuck fast to it in its adversity, put up more money, and after awhile the work was again started on both sides of the continent. And, then, when later the skies brightened all round, outside capital once more took courage, new life and new blood came, and at last we are here.

It is a great day. I look back to the time when you could count the friends of the Northern Pacific almost on the fingers of your two hands, and now I behold the triumph of their faith. Now everybody can come and see this is the best line across this continent, unequaled in its variety of resources. With magnificent wheat fields, with cattle on a thousand hills, with mines in its mountains and ravines, with an astounding wealth of timber, as you will see further on, on which, in time, this whole country will have to depend, who can doubt the future? Everything in these respects is yet in the very infancy of development. Then, as to scenery, you have had a taste of it. Be prepared for still greater things as you approach the Pacific coast. And as for climate, bear in mind it is in the regions where you have ice and snug winters you will find the toughest muscles, the most vigorous brains, and the most earnest homes. So, putting all things together, who can fail to see that this great new highway is to be marked all along with prosperous communities, with schools and churches and a high civilization? Who can fail to see that it brings permanent peace with the Indians; that no more Custers are to be killed, no more regiments to be wiped out; that new States are to come here, new power and new wealth, and a new bond of unity to be added to our Government, and a new route opened to the world's commerce?

Things at the start were always, of course, a little crude, but all is coming that has been prophesied. And I wish all the friends of the enterprise at the beginning, and all who stood by it in the darkest days, and all who have helped it on in the later years, could be here to see the great consummation. How that railroad St. John, who so early cried in the wilderness, "Prepare ye the way," Asa Whitney, would have rejoiced! How, too, Governor Stevens, killed in the war, who surveyed this route for the Government in 1854 and 1855, and on all occasions and everywhere was its champion! How, too, the first President, Josiah Perham, who labored hard and died without the sight of even the first spike! How, too, the first engineer, Edwin F. Johnson, and the second engineer, W. Minor Roberts, both men of the very highest ability, and whose devotion to the enterprise knew no bounds! But I cannot go through the roll. From first to last, whether here or absent, whether living or dead, all should be gratefully remembered who, as officers or private, have been in the long fight which sees complete victory to-day. It is a roll of honor, and I cannot forbear saying that at the head of it should stand the name of Thomas Jefferson, who, in 1784, sought to have the Columbia and its sources explored by the traveler Ledyard, and as President of the United States, at the beginning of the century, organized the world-renowned expedition of Lewis and Clarke—names never to be forgotten—with the purpose of opening by the Missouri and Columbia Rivers, a North American route to India.

But I detain you too long. If, in conclusion, I may be allowed to allude to myself, to whom this enterprise was for so many years my work by day and my dream by night, and had, and always will have, my faith and love, I beg to say that I am profoundly and devoutly thankful that my life has been spared to this great occasion. So grateful am I, so grateful do I believe we all are for what it is for the past as history, and for the future as prophecy, that I wish a great multitude of those to whom the completion of this Northern Pacific is a benediction could be here to-day, and that we all could lift up our voices with one accord and make these mountains echo back to us, "Praise God, from whom all blessings flow."

HENRY VILLARD.

At a dinner given in Portland, Oregon, recently in honor of John Muir, Donald Macleay, offering a toast to Mr. Henry Villard, said:

Mr. Chairman and Gentlemen: It affords me much pleasure to propose the health of Henry Villard, the presiding genius of the great enterprises whose near fruition we are about to enjoy. The vessels of his peaceful navy throng our river highways. His railroads, iron arteries, pulsating with prosperity, happiness and genial intercourse, gather wealth from the swarming hives of the earth, and distribute it with mighty throbs, throughout our Western empire. His thoughtful earnestness, his steadfast adherence to the duty of the hour, and his unsurpassed executive ability, are known to you all, and I feel assured that there is not a man within the sound of my voice, who will not join me with hearty accord, in wishing long life, health and prosperity to the able controller of our allied corporations.

Paul Schulze, responding to the toast, said:

Mr. President and Gentlemen: I feel somewhat embarrassed at being called upon as an officer of the corporations over which Mr. Villard presides to respond to a toast to him. However, a residence among you of twelve years I hope has established a reputation for independence of thought and action sufficient to protect me against suspicion of speaking *pro domo*. Moreover, my connection with an independent Portland enterprise entitles me to be counted among the business men of Portland, and as one of them I now speak.

The wonderful career of Henry Villard as a railroad manager and financier dates from his connection with the Oregon & California Railroad, and thus from his first coming to Oregon. We can therefore fairly count Mr. Villard as one of us, and I know he feels at heart as such. Early in 1874, when Mr. Villard was enjoying a rest from a long and active journalistic life, during which he had earned the confidence and esteem of the foremost men of the country, he was called upon in Germany by friends to join and represent their interests in a committee that had been formed in the city of Frankfurt for the protection of the bondholders of the O. & C. RR. He answered that call, and soon became the leading spirit of that committee. After a trip to Oregon and a careful survey of the situation here, Mr. Villard formed a plan for the re-organization of the O. & C. RR., which was carried out, and in 1876 he became the president of that company and of the Oregon Steamship Company. He had already formed a plan for a combination of the different then existing transportation companies in Oregon into one great corporation: strong enough financially to provide transportation facilities for the whole Pacific Northwest. However, a struggle against Jay Gould, in which he was engaged at that time as representative of the bondholders of Kansas Pacific Railroad, prevented the immediate consummation of his plans. But as soon as this struggle had terminated successfully and the rights of the bondholders were assured, Mr. Villard came to Portland and began his great work on the coast. I need not enumerate to you what he has done. You are all familiar with his work, which is now approaching its partial completion by the finishing of the Northern Pacific Railroad. Portland is to-day or will be within six weeks the centre of a great system of railroads. Our wharves are lined with sailing and steam vessels; our commerce reaches to all parts of the world; immense storehouses and palatial residences growing up in all parts of the city. The wealth and population of this great Pacific Northwest has been doubled within a few years largely through the energy, foresight and genius of one man. You know the man. He has been among you, has spoken to you as though he was one of us. You know his ability, his generosity, his kindness of heart. You know Henry Villard. [Applause.]

We have witnessed in these parts a great revolution in traffic and trade, brought about by Mr. Villard. But great as this revolution is, and much as it has benefited us all, it does not compare in its bearing with another revolution created by Mr. Villard—a revolution in Wall Street.

A few years ago when Mr. Villard went into Wall Street, it was prophesied by the leaders in Wall Street that he would soon go under and disappear like a comet. The art of financiering consists in the eyes of those men in deceit and trickery; in making deals and freezing out minorities; in watering stock and shearing the lambs. They are experts in that kind of financiering. The new man, being so different with his new ways, had inevitably to go under. But Mr. Villard to-day stands a power in Wall Street, and he wields a greater power than those leaders so-called, because he has always kept faith with his constituents and never deceived them. The careful investors at home and abroad have trusted their money to Mr. Villard readily and without fear, and this has enabled him to carry on his work during a period of great depression. Mr. Villard seeks his strength as a financier in keeping faith with investors, and as a railroad manager in keeping faith with the business and producing community, and herein lies his great strength. The great German statesman, Bismarck, has shown us how one could be a diplomat and, at the same time, an honest man. Mr. Villard has shown that one can be a great financier and railroad manager and, at the same time, a truthful and honest man. The ways and the means of the two men are to a great extent the same. [Applause.]

THE END OF A GREAT WORK.

Editorial in New York Sun, Aug. 25th.

Three weeks from to-day the Northern Pacific Railroad will be open, with continuous rail communication across the continent from the great lakes to the waters of the Pacific Ocean. For years the construction of the line has been pushed both from the East and from the West. The gap has been steadily reduced until now only a few miles remain. It will be finally closed on Sept. 8, when the last spike is to be driven at a point in Montana, in the valley of the Little Blackfoot, about fifty miles west of Helena.

The Northern Pacific is the third of the great transcontinental lines chartered by Congress twenty years ago. It is the only one of the three built and operated under a single management. It is the longest railroad in the world. The main lines of its Eastern and Western divisions stretch over twenty-five hundred miles of territory and cross thirty degrees of longitude. It opens the way for civilization through regions new to enterprise and rich in the material for future prosperity.

This road is practically the work of the last ten years. In 1873 only 450 miles were in operation. The line began nowhere, and ended in the wilderness. In 1874 the original corporation was bankrupt, the property was in the hands of a receiver, and the name was held from Maine to Oregon to be a short and convenient synonym for foolish and fatal financiering. In the year ending June 30, 1883, the gross earnings of the uncompleted line were \$9,000,000. To the energy, skill and perseverance which have wrought success out of disaster the result is the monument.

A highly interesting company of statesmen, philosophers, politicians, foreign noblemen, diplomatists, and persons of affairs will accompany the men who have built the Northern Pacific on the first train that passes through from St. Paul to Portland. Gen. Grant, Mr. Jay Cooke, Secretary Teller, the Hon. Benjamin Franklin Brewster, the British Minister, Mr. Carl Schurz and a dozen Senators and Governors will be present when the last rail is spiked in its place.

The completion of the Northern Pacific Railroad is an event of national interest and importance.

A MEMORABLE EVENT.

The opening of the Northern Pacific Railroad will be one of the most memorable events in the history of the railways of this country. Its projection, survey, construction and operation are all encompassed within the space of a few years. Its lines have penetrated what was known as an unbroken wilderness but a few years ago, and have led to the development of a country that is full of riches of every possible class, that will add to the wealth of the nation that leads the world in the almost endless highways of commerce. It will add one more link between the great lakes and the Pacific Ocean, and will materially increase the commercial interests of the Northwest in general, and of Chicago in particular. It will open the avenues to a country that will rapidly become populated by thrifty people, the product of whose labors must find its way to the settled portions of the country through the medium of the various railway systems of the Northwest, as well as facilitate the commerce between the Pacific coast and the interior.—Chicago Times.

"THE HIGHEST MEED OF PRAISE."

From the St. Louis Republican.

There has been much to justify harsh criticism in the policy of those who have had the management of the Northern Pacific Company in hand from time to time, but the highest meed of praise has been earned by those who have finally completed an enterprise which was only the other day commonly regarded as chimerical and utterly impracticable. From Proctor Knott's zenith city of the unsalted seas, to the far Pacific, the iron bond will soon be complete, and the very fact that the work was so recently regarded as impossible, will enable the country to make some adequate measurement of the formidable character of the undertaking, which now stands another accomplished monument of American enterprise.

We know how this road has already developed most unexpected possibilities of agriculture in the wide plains of Dakota, but it remains for the visitors who will now throng over the new route, to familiarize the country with the fact, that by the building of one new railway, we have been put into possession of a veritable empire, a region of abundant wealth and amazing natural beauty. The farmer and the stock-raiser are pioneers who always keep a little ahead of the iron horse, and their successes in a region we looked upon as valueless a few years ago, is already an old story; but the flood of sight-seers has just begun to roll out to the wonderland pierced by our new railway. America has always been the Mecca of the wealthy who admire the beautiful and wonderful in nature; but this road puts within reach new wonders and beauties greater than any that have heretofore drawn visitors to our shores from all quarters of the world. There is a material and business-like phase to all this, and the managers of the Northern Pacific are not only working for their own benefit, but that of the whole country, in inviting distinguished guests from Europe and this country to join in an excursion over their road. We have few ruins, few historic traditions of the past to attract visitors, but we may yet hope that the marvelous beauty, the surpassing grandeur and unequalled wonders of our natural scenery will send a tide of travel this way, not much smaller than that which flows annually over the continent of Europe.

BUTTE, Montana, is now producing and shipping bullion matter and ore at the rate of \$200,000 per week.

TRAINS are now running regularly over the Fargo Southwestern Railroad into La Moure, the phenomenal new town on the James River, which has sprung up since last spring.

QUESTIONS AND ANSWERS.

[In this Department the Editor will endeavor to answer briefly all inquiries concerning the Northwestern country, openings for settlement and new enterprises, promising investments for capital, railroad securities, etc.]

Pronunciation of Seattle.

NEW YORK, Aug. 15th, 1883.

To the Editor of The Northwest:

(1) Please inform me through your valuable journal which is the most important town on Puget Sound. (2) Is Seattle pronounced Seat-tle or Sea-ttle? S. V. C.

(1) Tacoma and Seattle are the two leading Sound towns. (2) Seattle is pronounced Se-at-tle, with the accent on the second syllable.

Northern Pacific Finances.

AUGUSTA, OHIO, Aug. 9th, 1883.

To the Editor of The Northwest:

Please inform me in your next issue what the net earnings of the Northern Pacific Railroad are and what per cent. the preferred stock is entitled to? W. D.

The forthcoming annual report will enlighten you. It will be presented to the annual meeting of stockholders, September 20th.

Government Land near Walla Walla.

WINFIELD, Kansas, Aug. 24th, 1883.

To the Editor of The Northwest:

Will you please tell me through the columns of THE NORTHWEST whether there is any Government land subject to homestead entry in Walla Walla Valley, W. T. If so, is it as good as the land around Devil's Lake, D.T., for wheat raising? D. B. G.

There is still considerable good Government land open for homestead entry in the vicinity of Walla Walla, but you must bear in mind that Walla Walla is a large town, and you must not expect to get a free farm in its suburbs. The land will produce considerably more wheat to the acre than Dakota land.

Northern Pacific Preferred and Dividend Scrip.

AURORA, Ont., Aug. 1st, 1883.

To the Editor of The Northwest:

I hold No. 04949, nine shares Preferred Northern Pacific Railroad Co. Stock, dated February 1st, 1876, signed C. B. Wright, President; Geo. E. Beebe, Treasurer. Also, receipt of Dividend Scrip dated January 22, 1883, for \$90.90. I also hold No. 2013 Fractional Northern Railroad Scrip, for \$80, signed Geo. Stark, Vice-president. Please advise in next NORTHWEST how I may secure twenty dollars more scrip to make a full share of Preferred Stock of \$100, or who to apply to, to sell my \$80 scrip, and the value for either buying or selling. C. D.

Write to either of the banking firms who advertise in our columns.

Tacoma and New Tacoma.

MILWAUKEE, Wis., Aug. 19th, 1883.

To the Editor of The Northwest:

Are not Tacoma and New Tacoma separate places, or are the names merely applied to the old and new portions of that city? C. S. B.

The western terminal city of the Northern Pacific Railroad was laid out on a site adjoining a little saw-mill hamlet called Tacoma. The design was to use this name for the new place, but the saw-mill had a post-office named Tacoma, and when a post-office was established at the railroad terminus, it was called New Tacoma. There is now practically but one town, one end of which is locally called the "Old Town" and the other the "New Town." The two places will soon be consolidated under a single city charter.

Hop Raising in Washington Territory.

ATLANTA, Ga., Aug. 21st, 1883.

To the Editor of The Northwest:

I have heard so many good reports of the advantages of raising hops in Washington Territory, that I am inclined to pull up stakes and go there.

What particular section of the Territory in your opinion is the most desirable? I know considerable about the raising of hops, but as it is several years since I was in that business, I am in need of some practical information. Has there been published, or can you recommend to me, some reliable publication on hop-culture in that Territory. W. P. T.

Write to E. Meeker, Puyallup, Washington Territory, who is called the hop king of that region. He has recently published a volume on hop culture, which gives full particulars of the culture and production of hops, methods of curing, marketing, etc. The work is also finely illustrated throughout. It is probably the best authority on hop raising that has ever been issued.

About Bozeman.

CHATHAM CENTRE, Ohio, Aug. 15th, 1883.

To the Editor of The Northwest:

Will you please state in your "Questions and Answers," what county Bozeman is in? whether it is the county seat, whether it is a mining town, or an agricultural one? L. L. C.

Bozeman is the county-seat of Gallatin County. It is an agricultural town, with some tributary mining country.

The New Profession.

To the Editor of The Northwest:

During a recent trip in Europe I learned that young men and gentlewomen were studying electrical engineering, and great fortunes have been made in its pursuit. It is the only profession today not overcrowded. If any of the readers of your valuable journal are interested in this new profession, I will cheerfully give them any information in my power. HENRY GREEK,

Sept. 5th. 73 Madison Ave., New York.

ABOUT MONTANA.

Some Pertinent Questions Intelligently Answered.

From the Billings (Mont.) Herald.

A gentleman in this vicinity, who has for some time received numerous letters from Eastern parties asking as to the inducements offered for migration to Montana, has compiled the following answers to the various principal questions he has been asked, and handed it to us for publication:

1. Is there much public land still open in Montana?

Yes; there is some vacant land in every valley, and vast tracts in all the valleys of Eastern Montana. Improved lands can be purchased at reasonable prices for the simple reason that the owners know where they can get more for nothing.

2. Is irrigation necessary for agriculture in all parts of Montana?

No; in the country east of the Big Horn there is usually sufficient rain, nearly all of which falls during May, June and July, after which it is so dry that buildings are not needed to protect the harvest. West of the Big Horn irrigation is necessary to insure an abundant harvest every year, though good results are sometimes obtained without irrigation.

3. Is irrigation expensive?

No; in the mountain valleys there are numerous streams that can be turned over the field with the aid of a plow. In the neighborhood of Billings, water is supplied from the great canal at seventy-five cents per acre—a trifling cost in comparison with the certainty of an abundant yield; and the freedom from that anxiety that always oppresses those who depend upon the elements.

4. How does the climate compare with that of Iowa?

Very favorably. The winters are very much milder, remarkably so for the latitude. The mercury sometimes falls pretty low at night, but the coldest weather is always perfectly calm, and

the coldest nights are usually preceded and followed by bright, warm days. The winters are remarkable for the prevalence of the Chinook or warm wind from the Pacific, under which the light snowfall of the Yellowstone seldom lies twenty-four hours, so that the stock can always get plenty of food on the ranges. The growing season is much longer than in any of the Northwestern States; untimely frosts being rare. There is some very hot weather in summer, but, owing to the dryness of the atmosphere no sunstrokes have ever occurred in Montana. There are many Iowa people here, and they are very decided in their opinion of the superiority of this climate.

5. Does Montana offer a better field for the farmer than the wheat regions of Dakota and Minnesota?

Infinitely better. The sole support of the wheat belt is wheat, the price of which is regulated by the demand in distant markets, and the farmer's profits are nearly all absorbed in freights to those markets. The farmers are generally short of cash, and business is done principally on long credit, which is a bad system for any country. If the crops happen to be abundant, they can pay up their debts, but in a year like the present, when crops are damaged by droughts and cyclones, many of them will be in an unenviable position. In Montana the conditions are entirely different. We have the mining markets, which are the best in the world. The great majority of the population being engaged in mining, stock-raising and other industries than agriculture, the demand upon the latter is greater than it can supply, and the prices paid for grains and vegetables range from three to ten cents a pound. The products of the orchard, dairy, poultry yard, and every other industry that can be conducted on a farm, bring proportionately high prices, while the cost of merchandise, implements, etc., is so near that in the States, that handsome profits result. Cash is the rule, and farmers generally have a supply in their pockets, as well as a growing bank account. This success is gained in a country where there is no suffering from flood, cyclone, or blizzard, where every hour of life is enjoyable.

6. What about the fuel and timber supply?

All the valleys are traversed by creeks or rivers that are fringed by thick groves of large cottonwoods, and there is more or less pine among the bluffs. The western valleys are surrounded by mountains that are thickly covered with all varieties of pine, fir and spruce. The whole territory is underlaid with coal, of excellent quality, which crops out in many places, and will soon be supplied at low rates at all points. Many farmers can take out their own coal.

7. What is the best point from which to make tours of inspection through the best public lands and mining regions?

Buy your ticket for Billings, which is the most central point in the Yellowstone Valley, and where the routes of travel converge from the neighboring rich valleys of the Musselshell and Judith, the Stinking Water, and all the richest mining regions. Excellent land can be obtained near Billings, which is one of the best markets for all products, and the principal shipping point for cattle, wool, bullion, etc.

MANDAN is getting so many good things in these days, that some people might think there was, perhaps, some danger lest, like Jeshurun of old, it should wax fat and kick. But there is no such danger. The fact that this city is about to have a street car will not turn the heads of its citizens. Car shops, round-houses, railroad headquarters, brick blocks too numerous to mention, flouring mills, a steamboat business, a growing jobbing trade, and many other good things, mean a great deal in the way of property for the city. But there is nothing fogeyish about the people of Mandan.—Mandan (Dakota) Pioneer.

NORTHWESTERN NOTES.

LORD'S Paradise is the name of a town on Devil's Lake.

PORTLAND'S taxable property aggregates \$30,000,000 in value.

THE total banking stock assessed in St. Paul is \$5,050,000, an increase of \$2,400,000 in one year.

A MAN 100 years old recently filed on a claim at the Huron office. He says he came West to grow up with the country.

W. T. FORD, of Meagher County, M. T., has 2,000 head of sheep, which yielded, on an average, ten pounds of wool this year.

NEW BUFFALO, Dakota, will henceforth drop the New from its name, the Post-Office Department having made the change.

THE Dalrymple farm, on the Northern Pacific Railroad, in Dakota, has 28,000 acres in wheat, and 2,000 acres in oats and barley.

THE Oregon short line and the O. R. & N. Company have concluded to settle upon Huntington, Oregon, as their place of junction.

A. J. DAVIS, residing near Fort Maginnis, Montana, sold, last month, his little herd of 12,000 head of cattle for the sum of \$400,000.

THE Wallowa Valley, in Eastern Oregon, is rapidly settling, the increase in immigration being fully 100 per cent. over that of last year.

FROM a rich gold quartz discovery at Yam Hill, near Pioneer, Deer Lodge county, Montana, fine specimens of ore are shown, assaying \$2,000 per ton.

A MOB of women took down and removed the shanty of a man who had jumped a widow's claim at Huron, Dak., one night, leaving him roofless in bed.

LIVINGSTON, Montana, is agitated over the deposit in its First National Bank of \$5,000 in gold dust, the first fruits of placer mining in that region.

WATERBURY is a town in Dakota where all lots sold are under stipulation, that, if intoxicating drink is sold on them, the land reverts to the grantor.

ON a recent west-bound train there were just eighty-nine babies. It is not surprising that there were a few squalls in Dakota about that time.—*Huron Leader*.

THE area of Dakota Territory is 96,500,000, or just four times that of the State of Ohio. Her population is a quarter of a million, and constantly increasing.

HELENA, the capital city of Montana, is the wealthiest city of its size in the United States. The last statement of the First National Bank of that city shows a surplus and profits of \$250,000.

DULUTH and its immediate vicinity has thirteen saw mills, with a daily capacity of 1,165,000 feet of lumber. This year the expected cut will be, according to estimate, 142,000,000 feet as compared to 84,218,000 feet last year.

RECENTLY a meteor struck La Moure, Dakota, and sunk into the ground on the spot where the 4th of July pavilion stood. A volume of pure water gushed forth from the hole made by the meteor, sufficient to supply the whole city.

AN Indian who passed through town this week, says the *Colfax Gazette*, stated that he had won two hundred ponies and three squaws by betting on the Cœur d'Alene horse races. His human property was exhibited with considerable pride.

They come from the Calispels, a tribe located somewhere up north.

THE Steele (Dakota) *Herald*, in speaking of tree planting in that town, thus congratulates the citizens: "Who would have thought the trees in our park had grown two and a half feet this season? But such is the fact by actual measurement. We have one of the prettiest parks along the line of the Northern Pacific."

OIL has been discovered in Whatcom county Washington Territory, by prospectors representing the Standard Oil Co., of Pennsylvania. They were led to search for it by the numerous oily springs seen in various portions of the county. In case this proves to be a permanent oil well, a new industry will spring up.

ST. PAUL is to have a million dollar hotel. The building will have a frontage on Robert Street of 300 feet, and of 250 feet on Sixth and Seventh streets respectively. The site alone cost \$196,000. Work will begin at once in order to get in the foundation before winter. The hotel will be a larger structure than the Palmer House of Chicago.

A CURIOUS well in Missoula County, Mont., contains but eighteen inches of water, which never lowers an inch, though water is constantly pumped from it to supply a steam boiler. At a depth of thirty feet solid ice forms around the pipe in the hottest weather. As a strong draft of air comes up from the bottom, the well is supposed to tap a subterranean channel.

JUST east and south of the city may be seen a continuous field of wheat containing 16,000 acres which promises to yield not less than twenty bushels per acre. 320,000 bushels of No. 1 hard from a single field is not bad. It might astonish the small farmers among eastern hills and heavy timber, but the Northwest is a country of large dimensions and large wheat fields are not uncommon.—*Moorhead News*.

GOVERNOR NEWELL, of Washington Territory, returned from a tour through the Pacific Coast country. He states that many newcomers are settling on new land in Pacific and Chehalis counties, on the river bottoms and on Shoalwater Bay and Gray's Harbor Flats, and are very much encouraged with the prospects. Oysters of superior quality are becoming abundant in Shoalwater Bay. Commerce is largely on the increase on the Chehalis River in lumber and general merchandise.

IN mid-summer there were rumors out of a comparative failure of crops on the line of the Northern Pacific Railroad. They were all wrong, however. The season was late, but the crops are splendid; and the farmers regard the handsome turn-out after unfavorable weather as the best assurance they have had of the constant and permanent productiveness of the country. North Pacific wheat with short straw, but heads six inches long, will be on display at the Cincinnati Exposition.

MOUNT Hood in Washington Territory, was recently ascended by a large party. They reached an elevation of 12,650 feet, where they spent several hours. When above the snow line, the men constructed a sleigh, and treated the women to a July sleigh-ride. The crater was penetrated a distance of 100 feet. There was a ceaseless drip of water from the roof of the ice-encased entrance, caused by a warm-air current coming from the slumbering fires far below, from whence a loud hissing noise arose. A rock hurled down produced a deafening reverberation.

A GOOD stroke for Glyndon, Minn., in tree planting, has just been made in the sale to the Northern Pacific Railroad Company of section three of the Barnes & Tenny farm, adjoining the village. This choice tract is to be turned into an experimental tree farm, under the directions of the company's superintendent of tree planting, Robert Douglas. The various kinds of hardy trees will be grown here for supplying the company's needs along the line west, with a view also to determining the best varieties and methods of raising forests on the lands of the settlers in the treeless districts.

MESSRS. Carrier & Bullock have a deposit of bog iron ore near the head of Buffalo Creek, in the Red Mountain country, about ten miles from Helena, which ought in time to bring the owners a good stake. The deposit lays in a gulch which puts into the creek above mentioned from the north, and so far as surface explorations have determined, it is between 200 and 300 feet wide, and about 600 feet long. Its depth can only be estimated, as it undoubtedly rests on bed-rock, and no shafts have been sunk deeper than eight or ten feet. The deposit has been examined by several who are experts in such matters, and pronounced excellent for smelting purposes.—*Helena Independent*.

A COMPANY of English capitalists, represented by W. A. B. Groham, says the *Victoria British Colonist*, propose to drain and colonize the lower Kootenai country by constructing a ditch connecting the upper Kootenai River with the headwaters of the Columbia, and by widening the outlet of Kootenai Lake. It is estimated that about \$125,000 will be required to accomplish this, and it is expected that 70,000 acres of excellent land can be reclaimed, which is designed as the homes of many retired English militia men with their families. A. Stavely Hill, M.P., from Staffordshire, and W. H. Forbes, President of the Bell Telephone Company, Boston, are among those interested in the project.

SEATTLE'S COAL TRADE.—One important element in the prosperity, both present and prospective, of Seattle, is her extensive coal trade. At present, two localities contribute to this important growing industry—the Seattle coal mines at Newcastle, and the Talbot mines at Renton. These mines are owned by the Oregon Improvement Company, and the coal is pure lignite and admirably adapted to household and railway purposes. Three large steam colliers owned by the Oregon Improvement Company are now engaged in the coal trade, averaging five trips per month between Seattle and San Francisco, each carrying a cargo of about 2,200 tons.

From the wharf at Seattle to the Newcastle mines, the distance is about twenty-five miles, over a substantial, well-equipped, narrow-gauge road, which with little delay is to be extended some twenty miles to new discoveries, and however great may be the demand for this coal, the facilities for supply are adequate, and shipments from Renton are carried on by sailing vessels, the Seattle Company's narrow-gauge being utilized in the transportation of the coal from the field to tide-water. One thousand tons of coal are brought each day to Seattle from these mines, and with the proposed increase of facilities, a much larger quantity can be daily transported to tide-water.—*Correspondence S. F. Chronicle*.

"SAY, mister, gimme a dime?" begged a hard and manifestly inebriated tramp of a portly and philanthropic-looking gentleman. "What would you do with the dime if I gave it to you?" asked the gentleman, regarding him suspiciously. "Do with it?" growled the tramp, detecting failure in the start. "Put it in the contribution box! What did yer suppose I'd do with it?"—*Boston Journal*.

OFFICIAL RECORD.

In this Department is given official information concerning the affairs of the Companies included in the "Villard System," namely, the Northern Pacific Railroad Company, the Oregon and Transcontinental Company, the Oregon Railway and Navigation Company, the Oregon and California Railroad Company, and the Oregon Improvement Company.

NORTHERN PACIFIC RAILROAD.

Eastern Division.

(Circulars).

TRAFFIC DEPARTMENT.

ST. PAUL, MINN., Aug. 9th, 1883.

The Northern Pacific Railroad will be connected about sixty miles west of Helena, Mont., on the 24th inst., but the formal opening will not take place until September 8th, 1883.

On and after the 24th inst. the Company will be ready to receive freight to and from all points in the Pacific Northwest.

The rates between St. Paul, Duluth and Portland will be the same as between Council Bluffs and San Francisco.

Through tariffs to Portland and other Pacific coast points are now being prepared, and will be ready for distribution in a short time.

JOHN MUIR, Supt. of Traffic.

GENERAL MANAGER'S OFFICE, }
ST. PAUL, August 1, 1883. }

The instructions contained in the following circular must be obeyed:

PASSES

NORTHERN PACIFIC RAILROAD CO.

(Circular No. 3).

The extension of the Northern Pacific Railroad into Montana, and early completion of its lines to the Yellowstone Park and to the Pacific, will no doubt very greatly increase the applications for special privileges by religious, charitable, medical, legal, scientific and other associations, and by numerous other classes.

The General Manager is therefore instructed to grant no special trains or special cars gratuitously to any applicant without authority in each individual case from this office, and to observe the rule of declining all applications for free passes, unless he shall, in his judgment, decide that the interest of the Company in any particular case requires the issue, when he will report the fact and his reason therefor to this office, as required by existing rules.

The general rules heretofore adopted in reference to passes and reduced-rate tickets issued to clergymen, press representatives and others, are sufficiently liberal, and must be rigidly enforced.

T. F. OAKES, Vice-Pres.

New York, January 1, 18-3.

Passes and reduced rates to army officers, members of the press, missionaries and clergymen will be given under prescribed rules by G. K. BARNES, Gen'l Ticket Agent, St. Paul, to whom application should be made directly, and not through the General Manager.

No passes will be given to influence business.

None to parties who visit the country with a view to settlement.

None to parties who propose to start new industries, or solicit business for established houses.

None to parties who wish to see the country and write notices.

None to seekers of grazing ranges.

None to employees of other roads who wish to see the country, except when special request is made by General Manager.

None to employees of Northern Pacific beyond the division to which they belong, except when traveling on Company business under proper authority.

None to families of employees except by recommendation of Division Superintendents or heads of Departments, and in no case will application be made for passes over other roads for employees.

Passes to State and Territorial officials must be confined to the States and Territories in which they are located.

After January 1, 1881, no passes or reduced rates will be given east of Missouri River to parties who propose to erect elevators, mills or other buildings. The time has arrived when the protection of passes and reduced rates to encourage new industries must be withdrawn on the older divisions, and a revenue secured, if possible, to pay interest and expense of operation.

A round-trip pass, on the completion of the road, will have a cash value of \$200, and an annual may be worth \$2,000. This is too much transportation to be given gratuitously. The N. P. R. R. Co. propose to pay for all services received, and will expect proper consideration for all services performed.

H. HAUPT, General Manager.

Northern Pacific Railroad Co.—Oregon Railway & Navigation Co., Oregon & California Railroad Co., Pacific Coast S. S. Co.

(Circular).

TRAFFIC DEPARTMENT.

ST. PAUL, MINN., August 15th, 1883.

By authority of the management of the lines above named, Mr. J. M. MOORHEAD is appointed General Eastern Agent, and Mr. GEORGE FITCH, Contracting Agent. Office: 285 Broadway, New York City.

JOHN MUIR, Supt. of Traffic.

DURING the past year there have been received at the Northern Pacific bureaus of information at St. Paul and Portland, over 60,000 letters of inquiry, to which 2,500,000 responses have been made. These were in the way of copies of descriptive pamphlets, circulars, folders and letters, printed in the English, Norwegian, Swedish, Danish, German, Dutch and Finnish languages.

PUGET SOUND TOWNS.

From the Portland Oregonian.

It is generally known that there is considerable rivalry among the towns of Puget Sound. Of these towns four or five are important places, and all of them are growing rapidly. Some may think the growth of one or two rather forced, but the fact is that their growth is a simple response to the rapid development of the industries and commerce of the Sound country. Seattle, first in size and activity, is characterized by a push and energy which are really remarkable. But New Tacoma does not concede Seattle's future superiority. On the contrary, she means to contest it, claiming advantages which she steadfastly believes will give her in no long time an assured pre-eminence. The rivalry is in the main a good-humored one, though it sometimes breaks out in vehement expressions, both in newspaper articles and in current talk between partisans on either side. Seattle is an old town as compared with Tacoma. The latter has certainly made wonderful growth during the last three years; but the former had a start which it maintains well, and there is in its people an extraordinary faith that the future of their town is assured. It could hardly be a mistake to say that much more money will be expended on improvements in Seattle this year, than in any town of the Northwest, with the exception of Portland. Two other important and growing towns of the Sound, Olympia and Port Townsend, far from being eclipsed by Seattle and Tacoma, are really making more rapid growth than at any other period of their history. The one at the southern and the other at the northern terminus of that remarkable inlet which goes under the general name of Puget Sound; there are certain advantages of situation to each, and it is quite surprising to note how confident their citizens are that each place is destined to an important future. No doubt they are right. The Puget Sound country, great in resources, and situated most favorably for ocean commerce, will contain more than one important city, though doubtless, in time, one will have pre-eminence in size and wealth over all the rest.

BISMARCK'S PIONEER FAMILY.

From the Bismarck Tribune.

Some eight years ago Colonel William Thompson, a retired army officer, who by the way was the first member of congress from Iowa, and who is still an honored resident of Bismarck, took out the first homestead claim in the vicinity, and to the great amusement of his neighbors announced his belief that the soil and climate were suitable for agriculture. His efforts to prove it were merely experimental and conducted upon a small scale, but were successful. He cultivated a few acres of grain and potatoes and took pride in conducting his fellow villagers to see the novelty. It is related that at about the same time an old negro woman attracted attention to herself by cultivating to maturity a tomato vine in her back yard, and that the villagers were in the habit of visiting her place to look upon and admire the curiosity. Col. Thompson's example led a couple of Scotch laborers, who are now among the most prosperous and respected business men of the new capital, to undertake five years since the cultivation upon a larger scale of a claim lying a mile and a half south east of the city. They too were abundantly successful in their efforts, and it began to be noised abroad that the Missouri slope prairie lands were worth taking as a gift, and might perhaps sometime be worth purchasing. Still developments were exceedingly slow, it being a rare occurrence that a man with a thousand dollars to invest got west of Fargo or Jamestown, the lands around which were so much nearer the world's markets. Last year the Bismarck land district, with an area as large as the State of Pennsylvania, had an estimated population of less than ten thousand, and between twenty and thirty thousand acres of land were cultivated. The yield of wheat and oats was enormous, and the quality was everywhere equal to the very best the world produces.

A LITTLE NONSENSE.

THE donkey never suffers from softening of the brayin'.

A peanut vender of St. Paul has just failed for \$800,000.75

A GEORGIA Justice of the Peace told a Granger that the Code allowed him two dollars for marrying a couple. "Well," said the newly made bridegroom, "here is one dollar, that will make you three."

"WHAT for did I not right 'bout face? A sojour, sir, niver thurns his back on his inimy; an' its Patrick McGlasshin, fornist me there, that's me inimy; more betoken he sthuck a pin in me vertebra the last time he thrilled behind me."

OLD lady to druggist: "I want a box of canine pills." Druggist: "What's the matter with the dog?" Old lady (indignantly): "I want you to know, sir, that my husband is a gentleman!" Druggist puts up some quinine pills in profound silence.

"CAPTAIN, we are entirely out of ammunition, said the orderly-sergeant of a company to an Irish captain in one of the regiments of the Union army at the battle of the Wilderness. "Antirely out?" said the Captain. "Yes, entirely out." "Then sase firing!" said the Captain.

THE wish to please! "Oh how do you do, my dear Miss Robinson, so glad to see you looking so well! By the way, how lovely you looked at my dance last Wednesday! Everybody was asking who you were, I assure you!" "I? I—I—I wasn't there! I had a bad cold and sore throat, you know.—London Punch.

CIRCUMLOCUTION—She was asked what she thought of one of her neighbors of the name of Jones, and with a knowing look replied: "Why, I don't like to say anything about my neighbors, but as to Mr. Jones, sometimes I think, and then again, I don't know, but after all, I rather guess he'll turn out to be a good deal such sort of a man as I take him to be."—San Francisco News-Letter.

COUNTRYMAN: "By Gosh, them suspenders air too short. They pull my pants up so tight that I can't work my legs. Haven't you got longer suspenders?" Mose Schaumburg: "Mine fren, you vash mishdaken. Dose susbenders vash de longest kind—imported goods. You keeps dose suspenders und shoost you puy for tree tollar und a hallaf a bair of bants vat comes down more on der ground, und dot vill fit dose imborted braces"—Texas Siftings.

AN anecdote of Mr. Lincoln: "Old Abe" once replied to a question early in the war as to how the Union reverses affected him by saying: "I feel very much like a great stalwart Illinois neighbor of mine who was out logging in his bare feet. A log rolled over and crushed one of his big toes before he could escape. All drawn up with pain, he replied to a question of how he was with: 'Well, I'm too big to cry, but it hurts too bad to laugh.'"—Boston Globe.

SCENE—St. Enoch's Station. Time—Afternoon. Rory McRanter, a prosperous butter merchant, meets an acquaintance, a young man of slight build and meek disposition. McRanter (heartily)—"Losh, Simpson, a'm awfu' gled tae see ye, man. A'm jist gaun awa tae catch ma train. A'm stayin' doon the watter the noo—ta'en a hoose in Gourrock for the summer. Gie's a look doon some Seturday eternnune, an' stay tae the Monday; ye'll be made walcome. Come doon an' get the fresh air about ye. We've gotten a fine gairden—plenty o' vaegetables and frit—and a've boucht a new set o' boxin' gloves; come doon an' a'll knock the fash aff ye"—Glasgow Bailie.

Prices of Northern Pacific and Oregon Securities.

FURNISHED BY DECKER, HOWELL & CO., 58 BROADWAY, NEW YORK.

The following table shows the highest and lowest prices and sales of the Northern Pacific and Oregon Securities on the New York Stock Exchange, from August 4th to September 8th.

1883.	No. Pac. Com.			No. Pac. Pfd.			Oregon & Trans'l			O. R. & Nav.			Oregon Imp. St'k.			O. Imp. Bonds.		O. & T. Bonds.	
	High.	Low.	Sales.	High.	Low.	Sales.	High.	Low.	Sales.	High.	Low.	Sales.	High.	Low.	Sales.	Bid.	Asked.	Bid.	Asked.
Aug. 4th.....	49	48½	2,100	88¾	88¼	2,905	77	76¼	1,800	.....	.....	.....	87¾	87¾	100	93½	94½	96	97
Aug. 6th.....	48½	48	4,675	88	87½	10,720	76	75	9,881	133	133	.....	88½	88½	100	93½	94½	96	97
Aug. 7th.....	48¾	46¼	15,300	87¾	86¾	15,780	75½	73¾	12,320	.....	.....	.....	86	86	200	92	.....	95¾	96
Aug. 8th.....	48	46½	20,845	87¼	85¾	23,400	74¼	70	35,690	138	136	600	87	85	750	92	93½	95¾	96
Aug. 9th.....	46¾	45½	19,925	86¼	85	25,335	72¾	71½	23,310	136	136	200	86½	86½	70	92	.....	.....	95¼
Aug. 10th.....	46¾	44¾	13,181	86¼	85¼	14,515	72	70¾	17,365	136	136	200	87	87	100	92	93	.....	96
Aug. 11th.....	45¾	42	19,230	85¼	81	40,988	70¾	66	28,890	134	134	6	85	85	100	.....	93	93	95
Aug. 13th.....	43	39¾	34,610	82¾	78	41,115	66½	59	35,210	135	135	200	80	80	50	.....	92	92	94
Aug. 14th.....	41¾	39½	21,950	80¼	77¾	30,600	61¾	56	37,110	133	130	200	84	77	105	87	92	90	92
Aug. 15th.....	44¾	41	20,560	82¾	78¾	21,929	65¼	60	31,528	130	130	67	81	77½	300	.....	93	90	95
Aug. 16th.....	45¼	43½	10,000	82¾	81¼	18,584	66¾	64¾	24,215	135	131	215	85	85	100	.....	.....	92¾	93¾
Aug. 17th.....	45	44	6,870	83¾	81¾	15,591	70¾	66¾	31,300	.....	.....	.....	87	86	300	83¾	90¾	93	94
Aug. 18th.....	45½	44¾	7,945	83¾	82¾	5,556	70¾	68½	13,000	.....	.....	.....	.....	.....	.....	.....	90¼	93	94
Aug. 20th.....	44½	41¾	16,345	82¾	79¾	18,250	69	65	24,050	133	132	200	87	87	100	90½	.....	92	93
Aug. 21st.....	43	41¾	10,510	80¾	78¾	20,260	67¾	63¾	23,320	.....	.....	.....	87	87	200	.....	.....	90	94
Aug. 23d.....	42¾	40¾	24,675	80	76¼	39,700	65¾	63¾	35,450	130	130	500	87	87	200	90	91	90	.....
Aug. 23d.....	40¾	39¼	24,450	76	74¾	30,400	64¾	61¼	36,550	130	130	100	86	86	10	.....	90	90	93
Aug. 24th.....	41	39½	15,560	76¾	74¾	20,090	64¾	63¾	19,150	130	129	400	.....	.....	.....	.....	93	92	94
Aug. 25th.....	40¾	39¼	11,960	75¼	73¾	19,732	64	61¾	16,150	.....	.....	.....	.....	.....	.....	91	94	93	93¼
Aug. 27th.....	38¾	37¾	12,550	73	70¾	33,400	61	59¼	31,700	.....	.....	.....	.....	.....	.....	92	94	90	92¾
Aug. 28th.....	38¾	37¾	11,745	73¾	70¾	39,497	62	59¼	41,100	128	123	100	96½	83½	40	.....	92	90	92¼
Aug. 29th.....	39¾	37¾	12,500	73¾	71	29,947	63	59¾	33,725	130	128	500	86½	86½	11	91¾	93	.....	92¾
Aug. 30th.....	37¼	35¾	19,290	71¼	69¼	58,610	60¾	58¾	33,450	123½	127	1,200	.....	.....	.....	93	.....	.....	.....
Aug. 31st.....	38¾	36¼	14,930	72¾	70¾	40,070	62¾	60¾	39,400	123¼	124	2,150	.....	.....	.....	92¾	.....	91	92
Sept. 1st.....	40¼	38	16,550	75¾	73¾	31,630	64¾	62	43,650	130	127	1,050	.....	.....	.....	92	.....	91	92½
Sept. 3d.....	40¾	39¾	7,950	76¼	74¼	31,615	66¼	64¾	29,100	130¼	129¾	500	89	85	225	.....	92½	92	93
Sept. 4th.....	40¾	39½	11,070	75¾	74¼	32,550	65¾	64¼	29,320	.....	.....	.....	.....	.....	.....	92	.....	90	92
Sept. 5th.....	41¾	40¾	13,750	76¼	75¼	26,239	65¾	65¼	20,100	131	131	100	88	88	100	91½	92¼	92	93
Sept. 6th.....	42¾	40¾	17,185	77	74¾	18,043	67¾	65¾	19,400	132	130	350	.....	.....	.....	91¾	92	92¾	93
Sept. 7th.....	43¾	42	18,691	77¾	76¾	21,450	68¾	66¾	40,610	133	132	800	.....	.....	.....	92	.....	91	93
Sept. 8th.....	41¾	40	23,010	76¼	74	33,226	66¾	65¼	30,455	.....	.....	.....	.....	.....	.....	92	.....	91	93

NORTHERN PACIFIC LAND SALES.

The approximate land sales for the month of August, 1883, with the corresponding month of previous year were as follows:

	Acres.	Amount.	Town Lots.	Total Amount.
August, 1883.....	52,170	\$234,174	\$24,330	\$258,504
August, 1882.....	69,762	262,046	6,068	268,114

Total Dec'se, 1883. 17,592 \$27,872 *\$18,262 \$9,610

* Increase.

Average per acre this year, \$4.49. Last year, \$3.75.

O. R. & N. CO. EARNINGS.

Estimated earnings for first month of current fiscal year:

	Gross.	Net.
July, 1883.....	\$461,350	\$231,850
July, 1882.....	432,327	230,348
Corrected Earnings for June, 1883.....	\$441,598	\$202,281

OREGON IMPROVEMENT CO. EARNINGS.

(Owning and operating the Pacific Coast S. S. Co., the Columbia and Puget Sound R. R. Co., and the Seattle Coal and Transportation Co.)

The earnings of all Companies for the first seven months of the current fiscal year were as follows:

	Gross.	Net.
December 1st, 1882, to May 31st, 1883.....	\$1,756,000	\$504,842
June, 1883.....	358,217	121,409

Total.....\$2,114,217 \$626,251
Net earnings June, 1882.....\$121,570

NORTHERN PACIFIC EARNINGS.

The approximate Gross Earnings of the Northern Pacific Railroad Company for the month of August were.....\$1,016,650 00 Road miles, 1,927

Corresponding month of last year.....727,215 44 " " 1,298

Increase.....289,434 56 " " 629

Two months this year.....\$1,857,650 00
" " last.....1,421,282 89

Increase.....\$436,367 11

PLACER diggings have been discovered in the Cœur d'Aléne Mountains, northern Idaho, which are said to pay \$2 to the pan.

OVER fifteen hundred healthy, happy, well-to-do inhabitants have cozy homes and flourishing farms in the Wallowa Valley, Oregon, a land of crystal streams, tall, luxuriant bunch grass and an invigorating climate. There is room for thousands more.

THE yield of currants this year in Montana is simply enormous. One of our fruit growers, Mr. D. W. Curtis, has 15,000 currant bushes, and they yield an average of twelve pounds to the bush, or 180,000 pounds. Some of the bushes yielded six gallons, or twenty-four pounds each, and this was the result on bench-land, with ordinary culture. —*Helena Independent.*

Drexel, Morgan & Co.,

WALL STREET,
CORNER OF BROAD, NEW YORK.

DREXEL & Co.,
No. 34 South Third Street,
Philadelphia.

DREXEL, HARRIS & Co.,
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ATTORNEYS AND AGENTS OF

Messrs. J. S. MORGAN & CO.,

No. 22 OLD BROAD STREET, LONDON.

Feb., '83—cu.

EDWARD B. SMITH.

TOWNSEND DAVIS.

SMITH & DAVIS,
General Insurance Agents

(AND FORWARDERS),
FIRE, LAKE, CANAL AND OCEAN RISKS AT CURRENT RATES.

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April, '83—cu.

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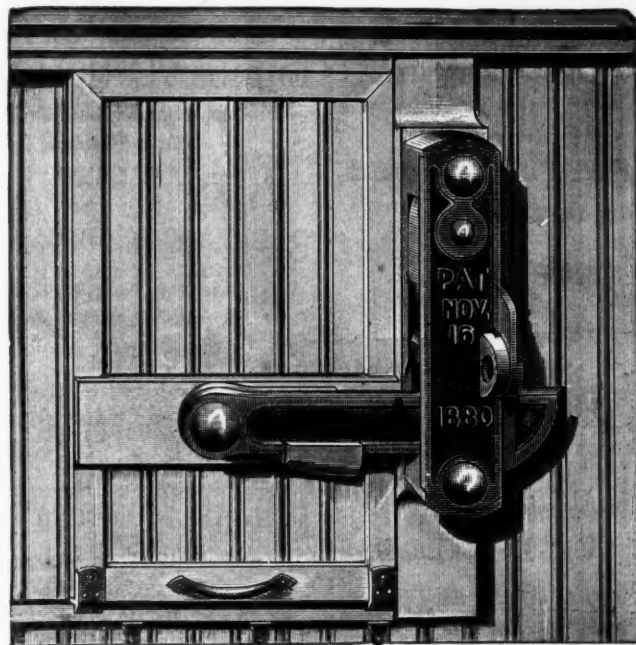
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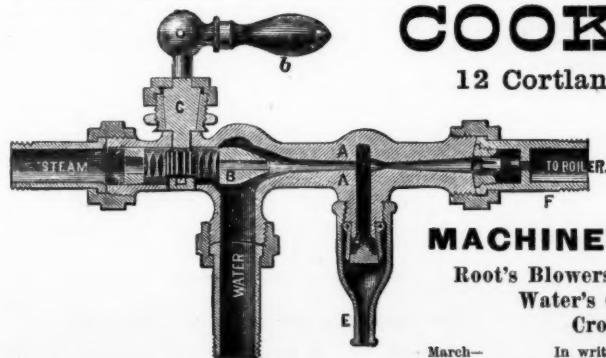
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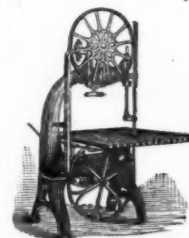
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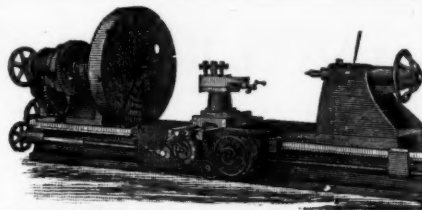
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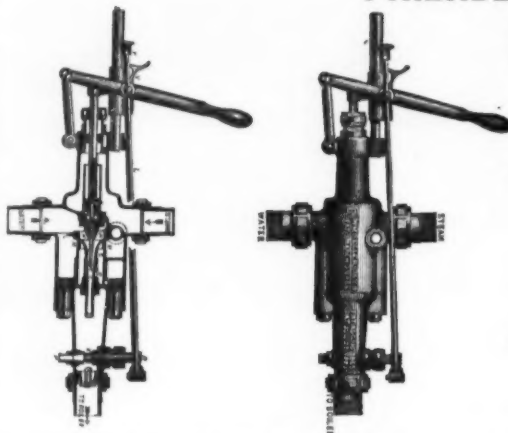
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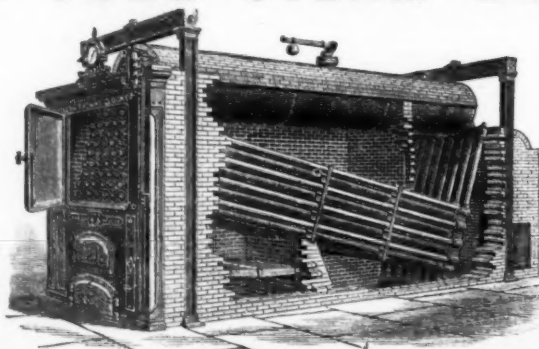
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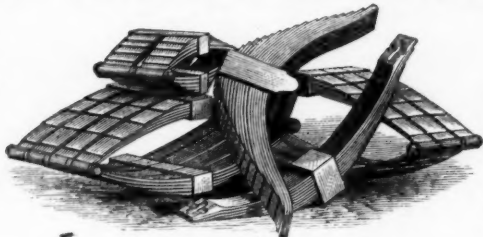
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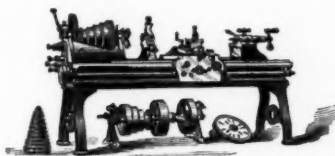
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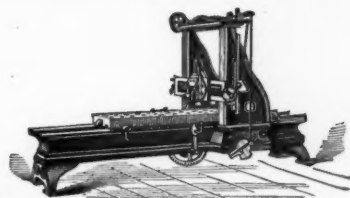
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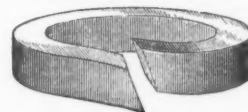
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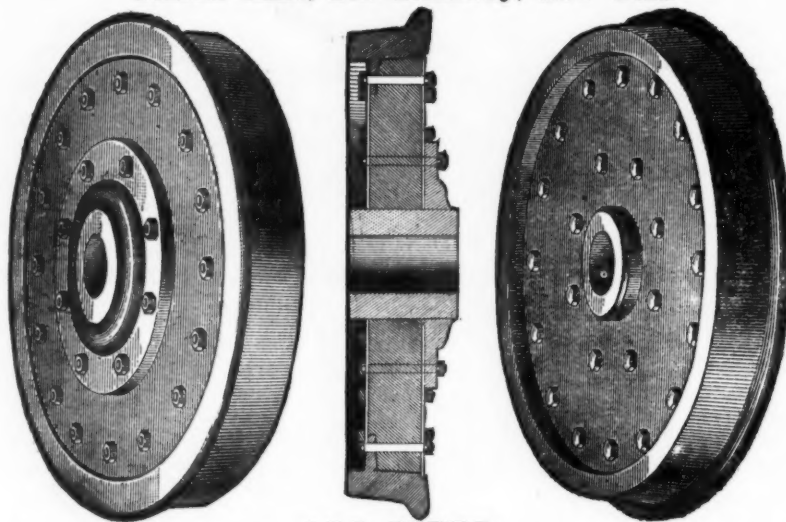
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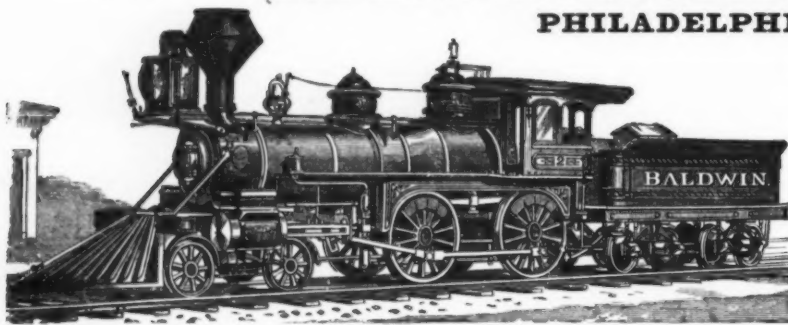
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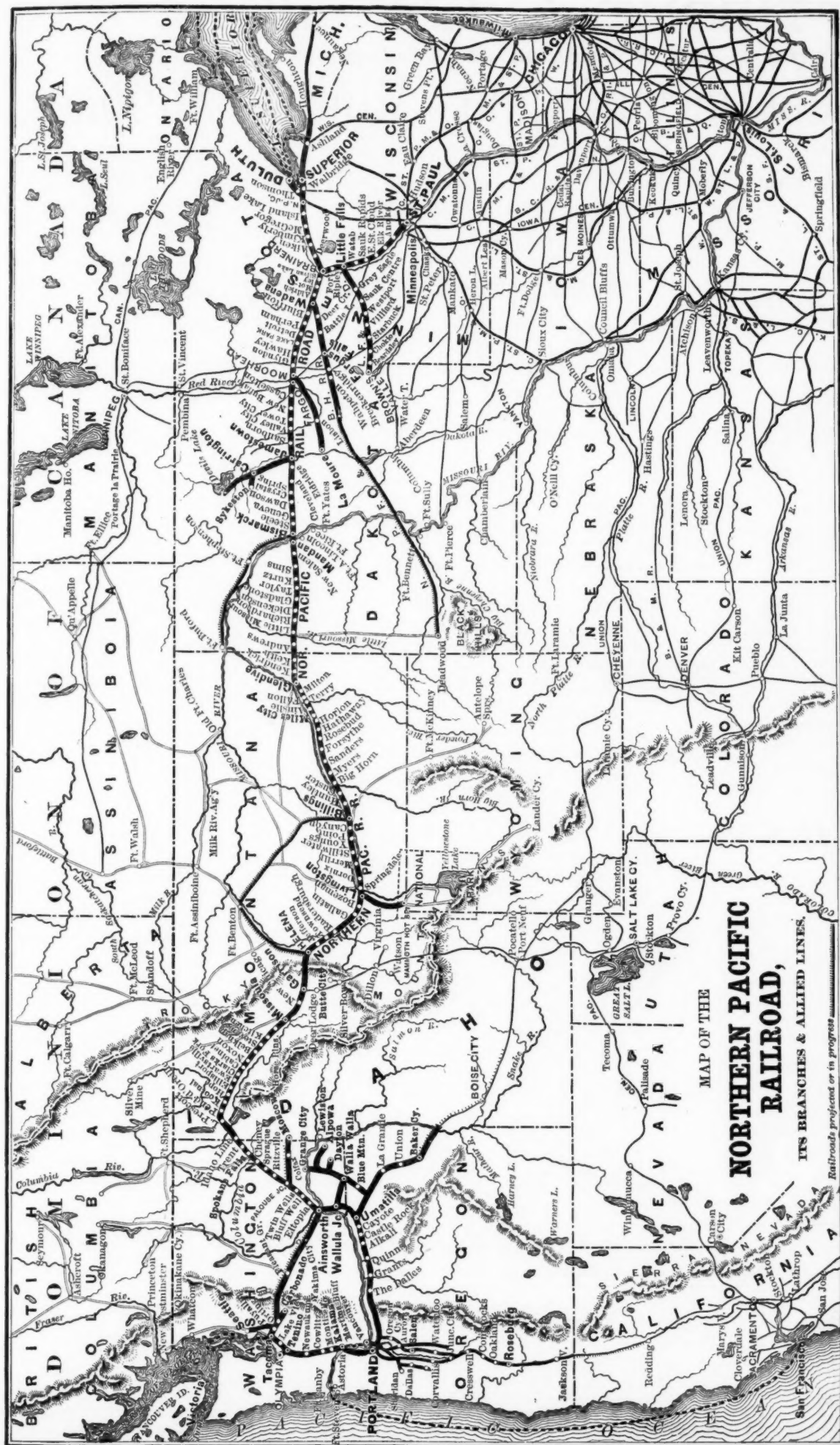
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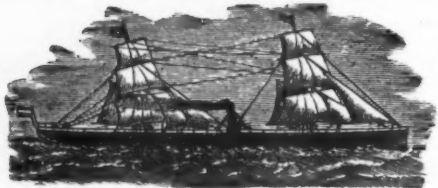
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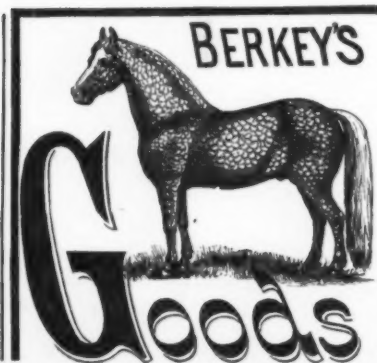
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